

**GIANT RACE ACTION
PHOTO SPECIAL!**

MICHIGAN • BELGIUM • TEXAS • HOLLAND
NEW YORK • AUSTRIA • FLORIDA • FRANCE
VIRGINIA • ITALY • SWITZERLAND & MORE!

MOTOCROSS ACTION

MOTOCROSS

WPS
34485

THE WORLD'S
LARGEST MX
MAGAZINE
SINCE 1973

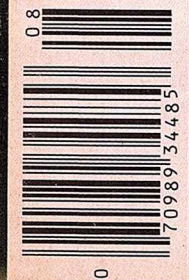
AUGUST
1988

\$2.00

CANADA \$2.25
UK £1.50



USPS-986-340



INSIDE YAMAHA'S
EXOTIC NEW WORKS

YZMs

BUCK

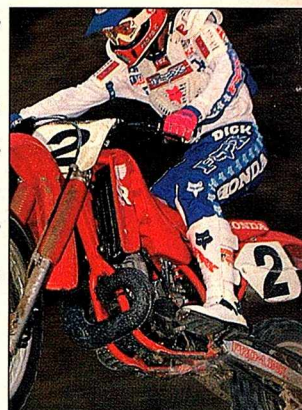
Motocross, and especially supercross, places an incredible strain on your feet and ankles. If your ankles are weak, have been injured, or you just want to reduce the possibility of injury, it would make good



Ronnie Tichenor

sense to wear the best protection available.

Many motocross boots today have insufficient ankle support using outdated methods. Leather or rubber pull-tabs are both good at closing a



Rick Johnson

The advanced design one-piece toe plate keeps the boot and your toes protected.

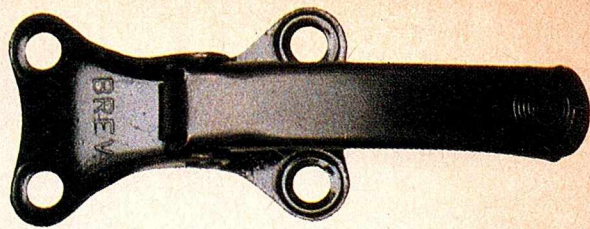
Only the finest Italian Top-Grain leather is used in the construction of all Fox COMP-2 boots.

Molded plastic inserts are located at anatomically critical areas. (Toes, arch, heel, ankle joint, calf)

Hidden inside is our original Quick-Draw lace system to give a snug fit that is easy and comfortable to use.



LE UP

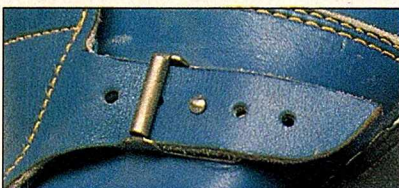


boot, but are effectively useless when it comes to providing ankle support.

Fortunately, there is the Fox COMP-2 with the patented Cam-Lock buckle system. The Cam-Lock buckle is the only system



Cam-lock buckle Int. Pat. #185645



Old leather Pull-tab

that utilizes leverage to secure the critical ankle area. And, since it's main components are metal and hard plastic, it will not stretch and loosen like leather and rubber pull-tabs. This superior support reduces the chance of ankle strain.

Colors: White, Bright Red, Royal Blue and Black.

Sizes: 4-13 **\$199.00**

The COMP-2 is equipped with an injection molded front plate, fully padded in back, to give you excellent shin protection. Fox logos are injected plastic so they won't ever rub off.



Comfort Guaranteed.



There are many riders who want and need the protection of a full-coverage chest protector, but are reluctant because of the restriction of movement that is associated with them.

We want you to try on a Fox ROOST-2. We are so confident you will like it that we guarantee your satisfaction.

So buy one and try it on. If you don't agree that it is clearly the most comfortable full-

Rick Johnson



Baby Blue

coverage chest protector that you have tried, simply send it back and we will gladly give you a full refund.

So now you have no more excuses. You've got nothing to lose, and a lot to gain.

Available in Bright Red, Royal Blue, Baby Blue, White, Yellow and Red/White/Blue

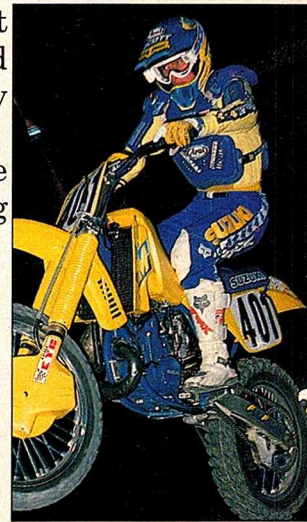
Adult Fox ROOST-2: **\$85.00**

Fits riders from 130 lbs. and up

Youth Fox ROOST-2: **\$75.00**

Fits riders from 70 lbs. to 130 lbs.

Donny Schmit



Royal Blue

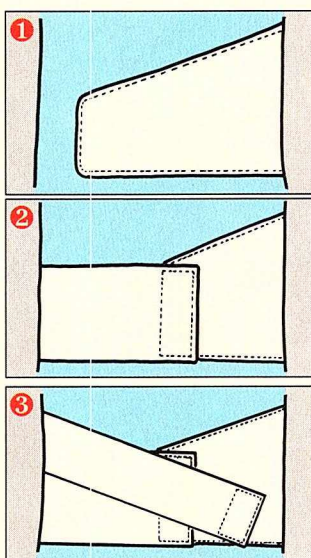
Finally, a kidney belt designed to fit the human body.

**Kidnee
BELT**

It all began the night before the Motocross Des Nations at Unadilla. Rick Johnson wasn't content with current kidney belt designs and had ideas to make a better support system. He explained to us what was good, and what needed to be improved. After the U.S. victory the following day, we took his ideas home and began making prototype designs for him to test.

Rick's main complaint was that the elastic closures didn't pull evenly at the important pressure points. So an all-new method was devised to create consistent tension at all critical areas:

- ① The new nylon/Velcro panel is wide at the side and narrow in front, to allow mobility with comfort.
- ② The first elastic panel is pulled straight across to give firm lower abdominal support and a secure fit.
- ③ A narrow top elastic panel is pulled across and down, to give tension to the upper belt and give support to your kidneys and upper abdominals.



The polyurethane back panel is shaped to follow the contours of your lower back and hips. This allows comfort and mobility without sacrificing support. A stiffer plastic panel was added to increase the structural fortification of your lower back.

The anatomical shape of this revolutionary belt also improves it's ability to stay in position. After all, what good can *anything* do if it isn't in the right place at the right time?

Fits 28"-36" waists
\$35.95



Name _____		Address _____	
City _____	State _____	Zip _____	
Qty.	Item description	Size	Price
Please print		CA res. ad sales tax	
		Total	

Fox Racing 520 McGlinchey Ln., Campbell, CA., 95008
(408) 371-1221

Good Clean Fun



Call for a free brochure and your
nearest MS Dirt Bike Dealer
714-686-1052.

BIKES

- 30 INSIDE YAMAHA'S WORKS BIKES**
All the goodies that go into a factory bike
- 84 TROUBLESHOOTING THE KAWASAKI KX250**
Problem areas to watch on the green deuce-and-a-half

FEATURES

- 87 GUIDE TO ALLOY BIKE STANDS**
The strength of steel, the weight of aluminum
- 98 GUIDE TO NUMBERS**
Who offers what when it comes to scoring
- 110 MOTOCROSS' BEST AND WORST INVENTIONS**
The hot and cold of motocross patents

SPORT

- 34 SUPERCROSS EXPRESS: PONTIAC, DALLAS, TAMPA AND NEW YORK**
MXA travels with the Supercross circus
- 44 125cc ITALIAN GRAND PRIX**
A Frenchman has fun in the Italian mud
- 54 250cc FRENCH GRAND PRIX**
A surprise for England's forgotten man
- 60 500cc AUSTRIAN GRAND PRIX**
A return to former glory for a two-time champ
- 72 125cc BELGIAN GRAND PRIX**
A stunner for Jean-Michel and a shocker for Davey
- 80 125cc DUTCH GRAND PRIX**
Strijbos finally feels at home
- 88 AXTON 125/250 AMA NATIONAL**
Euphoria and heartbreak by the Mason-Dixon line

PERSONALITIES

- 88 PETER DIRKX INTERVIEW**
In the tradition of Belgium's great riders
- 100 TOMORROW'S FACTORY STARS**
Profiles of America's next generation of hot racers

REGULAR STUFF

- | | |
|--------------------------|----------------------------------|
| 12 ON THE MAINJET | 26 ASK THE MXperts |
| 16 JODY'S BOX | 118 TRICKS FROM THE TRADE |
| 19 DIRT | 128 GREAT MOMENTS |
| 24 MAIL ENTRIES | |

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

ON THE COVER:—Luc Verbeke's 300mm lens captures Georges Jobe in his attempt to become the first rider to win World Championships in all three classes. Rick Johnson hammers his way through Tampa Stadium whoops for Todd Smith's Canon. Cover design by DeWest. Separations by Valley Film.

MOTOCROSS ACTION Magazine (USPS 986-340) ISSN 0146-3292 (Aug. '88) is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$5 per year and all other foreign add \$6 per year for additional postage. Copyright © 1988 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs, and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second-class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to MOTOCROSS ACTION Magazine, P.O. Box 9502, Mission Hills, California 91345-9502. Printed in U.S.A.

You can tell Hardbody by

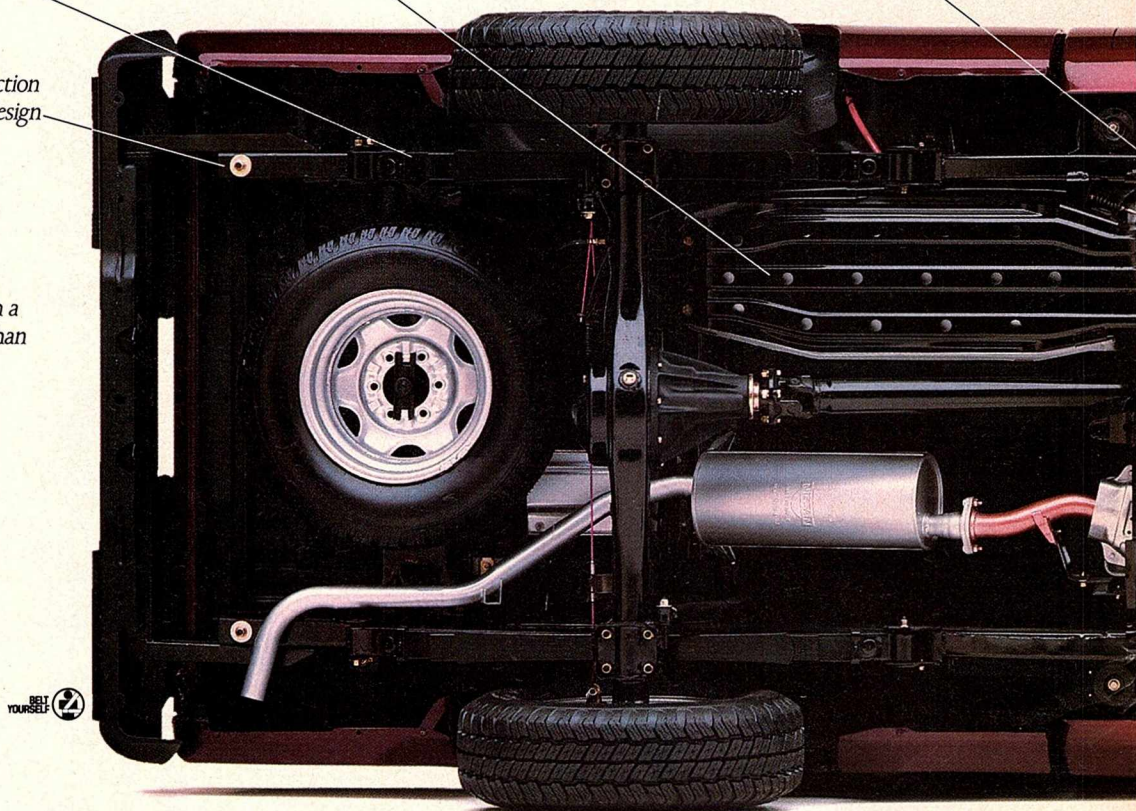
Semi-elliptical leaf springs let the Hardbody haul up to 2,000 lbs.

A welded ladder frame and box section design is about as strong a frame design as you can give a truck.

Nissan® Hardbody SE 4x4, in a slightly more precarious position than it normally appears.

Skid plates under the fuel tank, engine and transfer case help ward off stumps and boulders.

A two-speed transfer case gives you a choice of gear ranges. From stump-pulling low to street-cruising high.



BEAT
YOURSELF
24

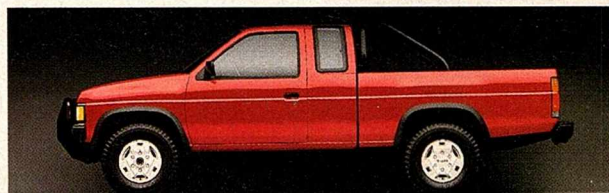
First of all, don't try this at home.

Instead, take a minute to read the rest of this page. And you'll see that underneath that tough exterior, the Hardbody™ is even tougher at heart.

Just take a look at that welded box ladder frame, for example. It's the strongest

possible frame design a truck can have.

To handle rocks and ruts, we've given



Our Hardbody looks even better when you don't turn it over.

See your Nissan Dealer for specifications of each Hardbody truck model.

a lot about a turning it over.

The new optional electronic 4-speed overdrive automatic transmission has computer-controlled shift points that put it in the right gear for the situation.

Auto-locking front hubs let you shift into four-wheel drive without getting out of the cab.

The front stabilizer bar reduces body lean when you're taking turns at speed.

The independent torsion bar suspension allows each wheel to deal with ruts and rocks without transferring the shock to the other wheel. Result, much better control.

Power-assisted rack-and-pinion steering makes the Hardbody as easy to handle off the road as on.

the Hardbody a torsion bar front suspension. For more civilized roads, there's a front stabilizer bar. And the semi-elliptical leaf springs let you load up the bed without overloading the suspension.

Of course, if you really want to know what kind of truck the Hardbody is, simply

take one out for a test-drive.

We think it'll make you want to turn over something else. Your money.



Built for the Human Race.™

When You're
a Big Factory Star
You've Got to
Look Good.



Guy Cooper
Team Honda



riding for fun

7563 Indiana Ave., Riverside, CA
(714) 687-1300

For the name of your nearest stocking
MS dealer, call (714) 686-1052

JODY WEISEL
Editor

ZAPATA ESPINOZA
Managing Editor

TODD SMITH
Feature Editor

JEFF DEL VILLAR
Associate Editor

ALAN OLSON
GARY JONES
LARRY BROOKS
Test Consultants

DESIGN AND PRODUCTION

DENNIS WEST
Art Director

BETH BOWMAN
Associate Art Director

RENE SIMEN
Assistant Art Director

ALMA MARTINEZ
Production Artist

ELLIE HEPBURN
Production Editor

BRIAN GUSSE
Typographer

PAT CARRIGAN
Photo Lab Technician

PAUL CHEW
Assistant Lab Technician

ADVERTISING OFFICES

SCOTT WALLENBERG
Advertising Director

ROBERT REX
National Advertising Manager

ROBB MESECHER
Showcase Manager

PEGGY REID
Advertising Production Manager

ZAHAVA SEGAL
Account Administrator

DAISY/HI-TORQUE
PUBLISHING CO., INC.

ROLAND HINZ
President and Publisher

LILA HINZ
Associate Publisher

WILLIAM R. GOLDEN
Consultant and Founder

JEFF SHOOP
Circulation Director

10600 Sepulveda Blvd.
Mission Hills, CA 91345
(818)365-6831



MOTORCYCLE INDUSTRY COUNCIL, INC.

WENDT RACING

You've tried all the rest,
now check out the best!

WENDT RACING

We stock everything for your
KX - CR - YZ - RM

WENDT RACING

We stock
Pro Circuit, DMC, PSI.

WENDT RACING

We stock Dunlop,
Metzler, Bridgestone.

WENDT RACING

We stock Chain & Sprocket Kits,
Air Filters.

WENDT RACING

Don't get burned

WENDT RACING

You will save money

WENDT RACING

We Guarantee Low Prices

WENDT RACING

You can't lose with,

WENDT RACING

Minneapolis, Minnesota

1 - 612 - 434 - 4689
or 800 - 458 - 2166

On The Mainjet

By Roland Hinz



Motocross' veteran riders are of great interest to aftermarket executives like DG's Mark Dooley (center) and Chaparral's Dave Damron (right).

□ When the motocross boom hit back in the early '70s, American teenagers flocked to the tracks, desert, trails and woods of America, in the thousands. These 16-year-old kids bought Hodakas, DKWs, Bultacos

CZs, Maicos and DT-1s and made the sport what it is today. And then the inevitable happened to them—they got married, they got jobs, they drifted away from the sport of motocross. And, just as in high school foot-

ball, sandlot baseball or college basketball, it was assumed that motocross would never see those kids again.

But the kids are back! An ever-growing number of over-30-year-old riders are returning to the sport of their youth. The same riders who cheered and rooted for Marty Smith back in 1973 are now rejoining Marty on the starting line of Veteran MX races. It is not a small segment of the sport. In fact, at many tracks the Vet class is one of the biggest, hardest fought and most consistently full race events on the program. In Southern California, a guy who stood behind the fences at the 1973 Carlsbad USGP can now line up next to heroes like Gary Jones, Marty Smith, Rex Staten, Marty Moates, Ron Turner, Gary Semics, Brad Lackey, Rich Thorwaldsen and Rich Eierstedt. For Veteran riders it is like a dream come true—not only to meet, but to be on the same track with the idols of their youth.

A fantasy fulfilled is only one of the positive aspects of Veteran racing. Others are the excitement of reliving the past, engag-

WHY OUR PICTURES ARE WORTH MORE THAN A THOUSAND WORDS.

With all due respect to our copywriter, we believe the pictures in the 1988 AXO Sport catalog are worth more than a thousand words. Certainly, they're worth more than just three bucks. Anyway, here's the deal.

You send us \$3.00 and we'll send you our brand new, full-color, oversized 36-page 1988 AXO Sport catalog. Plus we'll throw in an exclusive "Team AXO Sport 1988 Tour" T-shirt iron-on and AXO Sport assorted sticker pack (a \$9.50 value!).

TEAM
AXO SPORT
1988 TOUR

The catalog has everything you could want. Stunning photography. Radical action. Pretty girls. And, of course, all the latest AXO Sport products for 1988.

Sound like a deal? Then you'd better hurry up and order yours today.

After all, seeing is believing.

POSTAGE AND HANDLING IS FREE!

Send name, address, and three dollars to:

AXO Sport 1988 Catalog Offer
24950 Anza Drive Valencia, CA. 91355

Or call our catalog order line: (805) 257-0477



Please allow 7-10 days for delivery.



THE HORSEPOWER ADVANTAGE.

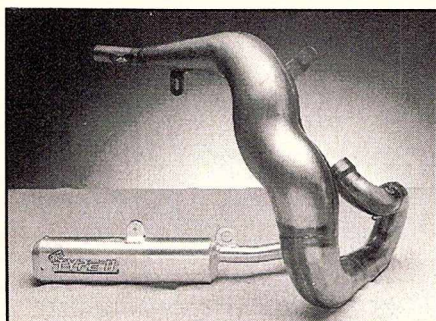
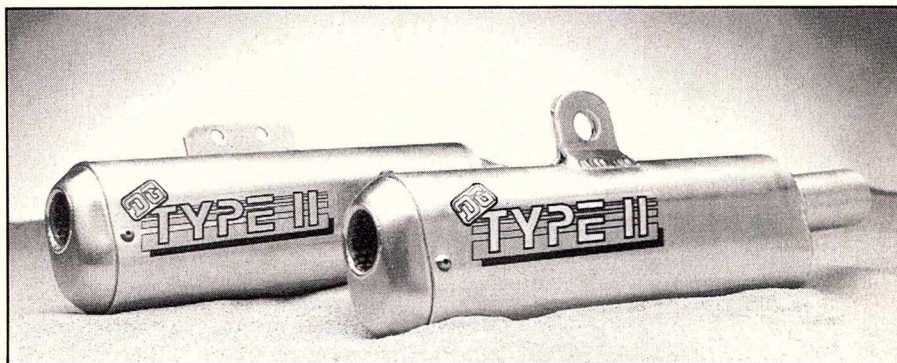
"TYPE II"™ OVAL SILENCERS

Welcome to the latest advancement in silencer technology. The "TYPE II" oval.

Our free flowing design offers virtually no obstruction to exhaust gases; yet our exclusive 42% open area perforated core reduces exhaust noise to an acceptable level while maintaining a throaty "factory" sound. Constructed of lightweight 6061 T-6 aluminum with a rebuildable/repackable silencer body.

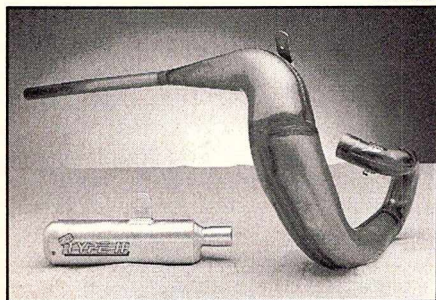
The DG "TYPE II" oval silencer is available for virtually every two-stroke model from 1980 thru 1988.

Price: \$49.95



CR500

RM250



DG NATIONAL PIPES

A properly designed exhaust system is the single largest power gain to be had from a 2-stroke engine. Bolting on a DG "National Pipe" will give you a power gain second to none! These pipes will allow your bike to pull harder out of the corners and gives you incredible straight line acceleration. All "National Pipes" are hand fabricated one at a time using only the highest quality hydro-formed steel available. DG "National Pipes" have crossed the finish line first more times than any others.

Priced from \$89.95 to \$129.95

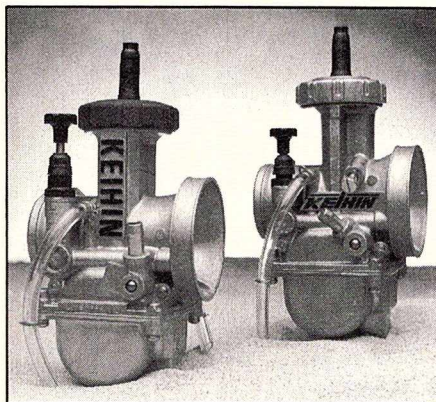
Available for:

HONDA CR 80's, 125's, 250's and 500's
YAMAHA YZ 80's, 125's, 250's and 490's
SUZUKI RM 80's, 125's, 250's and 500's
KAWASAKI KX 80's and 125's

© DG PERFORMANCE SPECIALTIES, INC., 1988
Prices subject to change without notice.

EXHAUST PACKAGE

Buy any "National Pipe" and a "TYPE II" Oval Silencer and save \$10 off the retail price!



THE KEIHING™ SUPREMACY

After three short years, Keihin Carburetors have become the supreme force in the MX world.

In 1985, 1986, and 1987, Keihin Carburetors crossed the finish line first enough times to win the AMA Supercross Championship and all three AMA National Championships each year.

Keihin has a carburetor for all MX bikes from the proven PJ Oval Valve Series to the innovative PWK "D" Valve Series.

The "D" Shaped throttle valve increases air velocity over the metering circuits to improve the fuel delivery to the engine. The result: incredible low-end snap out of the turns and brutal in-line acceleration.

In stock for all '88 250's and 500's. The PWK 28mm is available for all 80cc bikes.

Priced from \$119.95

PWK 28mm \$119.95

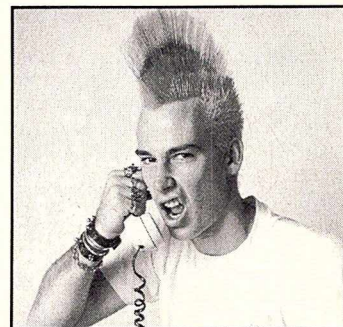
PWK 35mm \$149.95

PWK 39mm \$179.95

PJ 34mm \$139.95

PJ 36mm \$154.95

PJ 38mm \$164.95



SPIKE SAYS, CALL NOW ON THE DG HOTLINE!

Ray-Hawk Haircut—\$10*

* For blue coloring add \$2

GIVE US A CALL! Our experienced technical staff will help you select the right performance product for your bike. Send \$1 for our Catalog.

**1-800-854-9134
TOLL-FREE**

(Outside CA)

1-714-630-5471

(Inside CA)

FAX US at (714) 630-7396

TO ORDER SEE YOUR LOCAL DEALER, or call/mail to:

DG PERFORMANCE, 1230 La Loma Circle, Anaheim, CA 92806.

Specify make & year of bike, products, and price. (CA residents add 6% sales tax).

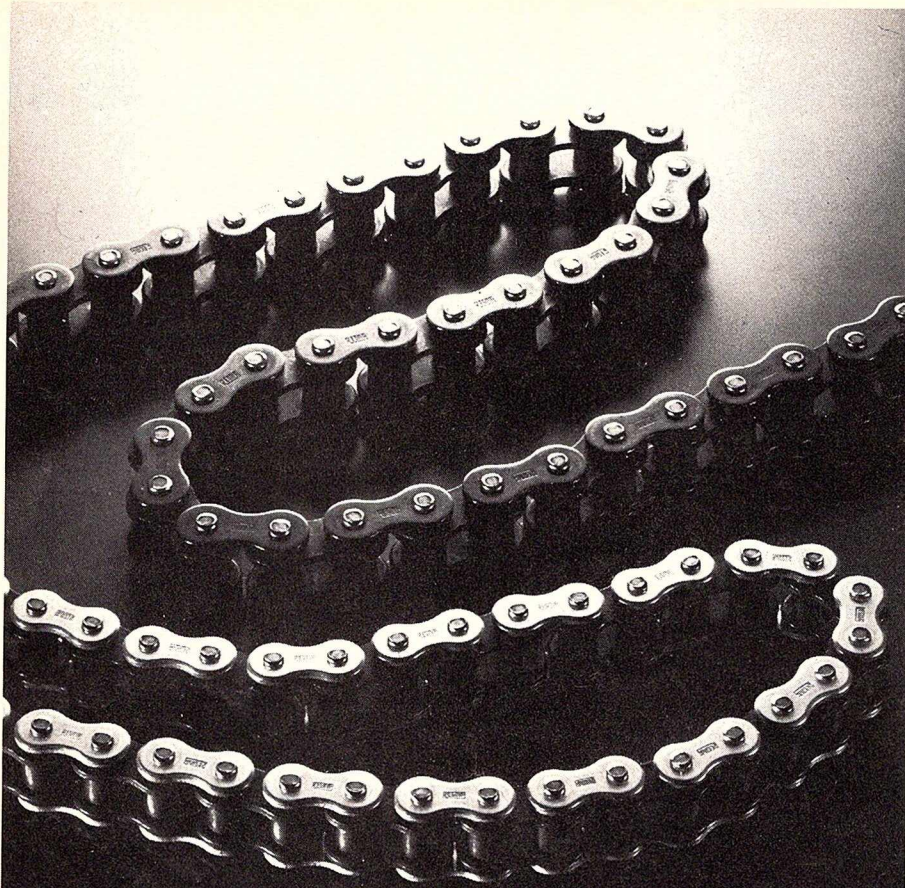
COD, MC/VISA/DISCOVER cards accepted. Freight collect only.

DEALER AND DISTRIBUTOR INQUIRIES INVITED.



PERFORMANCE
The Power House

On The Mainjet



TAKE OFF WITH THE LEADER



**experience ... class ... quality
in a complete range of motorcycle chains.**

FOR MORE INFORMATIONS CONTACT:

CANADA

MOTOVAN MOTOSPORT (800) 361-1138
STEEN HANSEN MOTORCYCLES (800) 661-9468

U.S.A.

ADI (800) 631-2505
COSMOPOLITAN MOTORS (800) 523-2525
O'NEAL (800) 423-5002
P.J.'S CYCLE PRODUCTS (800) 851-3055

ing in motocross with the affluence to do it right, and the thrills that can't be matched on a golf course or tennis court.

While other 30- and 40-year-olds are plopped down in front of the TV set on Sunday, the new generation of Veteran motocrossers is out banging bars.

Motocross has a lot going for it as a sport, and the reemergence of the riders who originally embraced the sport only magnifies its strength. Older riders are more mature and bring to the race tracks a sense of security, safety and stability. It proves to the outside world that motocross isn't a bunch of wild-eyed maniacs, when doctors, lawyers, contractors and businessmen are racing. Older riders have the money to do the sport right. They buy the latest fashions, the newest bikes and the hottest hop-up parts, which in turn supports a network that keeps the sport growing. Older riders understand the traditions, rules, techniques and experiences of motocross, which gives meaning (a sense of belonging) to all those who participate. And with the older riders come new generations of young riders—sons, nephews and daughters who want to emulate good old dad.

In the past organized motocross hasn't done a very good public relations job in encouraging new riders and novices to take up the sport. Perhaps, the Veteran riders will be better at attracting new riders, projecting a better public image and gathering support for motocross. Veteran racing is, itself, a growth area for the sport. Riders over 30 are flocking to the race tracks, and there is a strong, well organized and active International Old Timers Club for racers over 40 (and that includes riders such as Roger DeCoster, Lars Larsson, Jim O'Neal, Dick Mann, Feets Minert, Rich Thorwaldsen and Heikki Mikkola). You're never too old!

There are thousands of stories that illustrate the new wave of Veteran racers, but the story of Kurt Sofka is the most telling. The Sofka family started racing because their son, Kurt Jr., wanted to be a motocrosser. Kurt Sr. and his wife, Emma, took their son to all the races and helped him as much as they could. And Kurt Jr. became a well respected Pro, but one day the kid decided he was going to quit. Kurt Sr. and Emma didn't know what to do with themselves on the weekends, and then one Sunday they looked in the garage, saw the bikes sitting there and the idea hit them. Ever since then Kurt Sr. has been racing in the Old Timers class. And surprise of surprises, Kurt Jr., now in his late 20s, has started to race again himself. □

**Your
prescription
for suspension
headaches...**

Pharmacy

Rx

- Shock Servicing (oil change) . . . 45.00
- 24 HR. TURNAROUND
- SCOTTS Shocks Mods . . . 80.00 - 130.00
- SCOTTS Fork Mods . . . 80.00
- Fork Spring Kits . . . 49.95

Fill your prescription at:

SCOTTS

(818) 248-BIKE

2625 Honolulu Ave., Montrose, CA 91020



HONDA OF TROY

PARTS CENTRAL

HONDA



FOLLOW THE LEADER



WE CARE ABOUT THE OFF-ROAD RIDER!

CALL US FOR IMMEDIATE SHIPMENT FROM OUR INVENTORY. MOTORCYCLE AND ATV PARTS ARE AVAILABLE. IF YOU DON'T SEE WHAT YOU NEED, JUST CALL US. WE WANT YOUR BUSINESS!!!

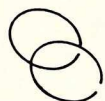
PISTONS

CR80	1980-87	\$18.60
CR125	1981-85	37.35
CR125	1986	33.10
CR125	1987	36.90
CR250	1981-85	43.40
CR250	1986-87	36.45
CR500	1984-87	56.00



RINGS

CR80	1980-83	\$ 7.10
CR80	1984	12.95
CR80	1985	14.07
CR80	1986-87	7.10
CR125	1981-85	14.15
CR125	1986-87	7.90
CR250	1981-87	17.35
CR500	1984-87	20.80



GASKET SETS

CR80	1980-82	\$ 9.65
CR80	1983-85	14.65
CR80	1986-87	13.65
CR125	1981-85	11.95
CR125	1986-87	16.80
CR250	1981-86	14.50
CR250	1987	16.80
CR500	1984-85	14.40
CR500	1986	15.25
CR500	1987	17.30

CRANK ASSY.

CR80	1980-83	\$105.95
CR80	1984-87	77.75
CR125	1981-87	97.15
CR250	1981	161.05
CR250	1982	172.65
CR250	1983-87	147.75
CR500	1984-87	147.75

CLUTCH PLATES/FIBER

CR80	1980-83	\$3.10
CR80	1984-87	6.35
CR125	1981	4.70
CR125	1982	6.34
CR125	1983-86	4.92
CR125	1987	6.34
CR250	1981, 83-87	4.92
CR250	1982	6.34
CR500	1984-87	4.92



CLUTCH PLATES/METAL

CR80	1980-87	\$2.75
CR125	1981	3.25
CR125	1982-87	4.00
CR250	1981-87	4.94
CR500	1984-87	4.94

FRONT BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-85	\$ 5.95
CR80	1986-87	19.95
CR125	1981	9.95
CR125	1982-83	11.95
CR125	1984-87	19.95
CR250	1981-83	9.95
CR250	1984-87	19.95
CR500	1984-87	19.95

REAR BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-84	\$ 5.95
CR80	1985-87	7.95
CR125	1981-82	9.95
CR125	1983-86	11.95
CR125	1987	19.95
CR250	1981-82	9.95
CR250	1983	11.95
CR250	1984-86	11.95
CR250	1987	19.95
CR500	1984-86	11.95
CR500	1987	19.95



SWING ARM BEARINGS

CR80	1980-81	\$5.45
CR80	1982-85	8.85
CR80	1986-87	7.40
CR125	1981-85	8.16
CR125	1986-87	6.12
CR250	1981-85	8.16
CR250	1986-87	6.12
CR500	1984-85	8.16
CR500	1986-87	6.12

SWING ARM BEARING SPACERS

CR80	1980-87	\$ 8.60
CR125	1981	11.00
CR125	1982-84	7.95
CR125	1985-87	8.50
CR250	1981	11.00
CR250	1982-84	7.95
CR250	1985-87	8.50
CR500	1984	7.95
CR500	1985-87	8.50

FRONT MASTER CYLINDER ASSY.

CR80	1986-87	\$107.22
CR125	1984-87	107.22
CR250	1984-87	107.22
CR500	1984-87	107.22

FRONT BRAKE LEVERS

CR80	1980-81	\$ 3.45
CR80	1982	10.45
CR80	1983-87	6.10
CR125	1981-82	10.44
CR125	1983-87	6.10
CR250	1981-82	10.44
CR250	1983-87	6.10
CR500	1984-87	6.10

CLUTCH LEVERS

CR80	1980-81	\$5.40
CR80	1982	6.10
CR80	1983-87	6.10
CR125	1981-82	6.10
CR125	1983-87	6.10
CR250	1981-82	10.54
CR250	1983-87	6.10
CR500	1984-87	6.10

REAR BRAKE LEVERS

CR80	1980-82	\$17.15
CR80	1983-87	9.85
CR125	1981-82	28.08
CR125	1983-87	38.99
CR250	1981-83	39.79
CR250	1982	44.23
CR250	1984-87	36.30
CR500	1984-87	36.30

SHIFT LEVERS

CR80	1980-81	\$10.80
CR80	1982	12.65
CR80	1983-87	19.95
CR125	1981-87	25.72
CR250	1981-82	47.82
CR250	1983-87	26.60
CR500	1984-87	26.60

HANDLE BARS

CR80	1980-82	\$25.55
CR80	1983-87	21.70
CR125	1981	41.09
CR125	1982-87	29.04
CR250	1981	39.56
CR250	1982-87	29.04
CR500	1984-87	31.23

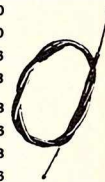
(PRICES SUBJECT TO
CHANGE WITHOUT
NOTICE)

FORK SEALS

CR80	1980-81	\$ 4.35
CR80	1982-87	9.45
CR125	1981-82	5.96
CR125	1983-86	10.28
CR125	1987	9.56
CR250	1981-82	5.64
CR250	1983-87	9.56
CR500	1984-87	9.56

THROTTLE CABLES

CR80	1980-83	\$5.80
CR80	1984-87	6.20
CR125	1981-84	7.26
CR125	1985-87	6.58
CR250	1981, 83-84	8.13
CR250	1982, 85-87	7.26
CR500	1984	8.13
CR500	1985-87	7.26



CLUTCH CABLES

CR80	1980-82	\$7.25
CR80	1983-87	5.85
CR125	1981-84	8.34
CR125	1985-87	7.20
CR250	1981-82	8.38
CR250	1983-84	7.46
CR250	1985-87	6.71
CR500	1984	7.46
CR500	1985-87	6.71

AIR FILTERS

CR80	1980-81	\$ 7.90
CR80	1982-83	18.75
CR80	1984	22.35
CR80	1985-87	18.75
CR125	1981-87	18.20
CR250	1981-87	18.20
CR500	1984-87	18.20

Do you know someone
that flew helicopters in
Vietnam?

Contact the
Vietnam Helicopter
Pilots Association
P.O. Box 9592
Wichita, KS 67277

TO ORDER CALL:
TOLL FREE

1-800-752-2112, 800-365-4864

ADDITIONAL CHARGE FOR FREIGHT & HANDLING

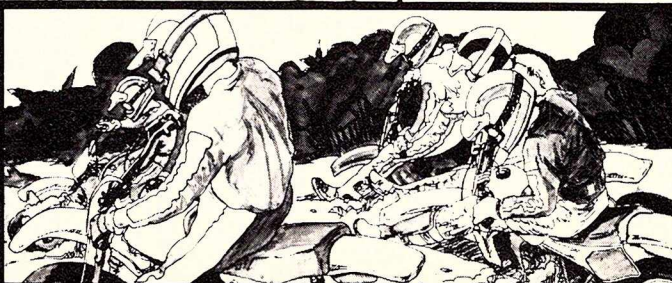
OHIO RESIDENTS ADD 6% SALES TAX

WE SHIP UPS OR AIR

NEXT DAY SERVICE AVAILABLE

VISA/MASTERCARD/C.O.D.

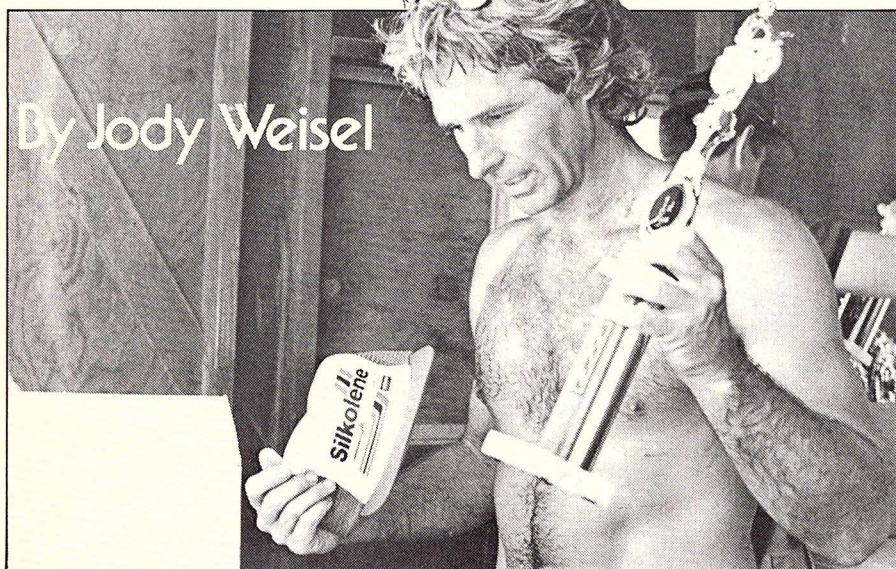
M-F 9-5 SAT. 9-3 EDT



701 N. MARKET ST., TROY, OHIO 45373-1421

Jody's Box

By Jody Weisel



□ We'd been driving for about five hours and had just crossed the Arizona border. Lance the Trance was asleep on the bed behind the driver's seat. It was only one in the afternoon, but he had already bored himself with the tape deck, radio, radar detector, magazines and wrist exerciser before we had left the city limits of our hometown. Lance slept very soundly, waking only occasionally to ask where we were.

"Barstow," I said the first time he asked. The Trance mumbled something and went back to sleep. I was surprised 15 seconds later when I heard a groggy voice ask, "Where are we now?"

"Barstow," I replied again.

"We're making good time," he said and dozed back off.

I don't mind driving long stints in the pilot's seat, but we had to be in Texas by the next morning for a 125 National and the only way to get to the track on time was to pull an all-nighter. If I was going to face a 24-hour drive I'd need a break every now and then. I pulled over to the side of the road outside of Wickenburg, Arizona, and woke Lance.

"Your turn to drive," I said. Like a shot Lance was in the driver's seat, adjusting the stereo, moving the rear-view mirrors, combing his hair and bouncing up and down to the beat of some oddball tape that he had slipped through the intense search and seizure procedure that I had forced him to go through to avoid having to listen to 1500 miles of the Dead Kennedys, Bad Brains or Barry Manilow. Within 30 seconds Lance was up to 75 mph and really cooking. After about 15 minutes he pulled into a restaurant and said, "Let's eat!"

When we came out he crawled into the back of the van and went to sleep. I didn't mind. I wasn't tired. I figured that if one of us got a lot of sleep it would be better dur-

ing the long dark night in West Texas. There aren't a lot of sights to see through the American Southwest. I spent my time counting the number of billboards advertising "The Thing", which is a tourist trap that promises Hitler's Mercedes, a 1000-year-old mummy and a chicken with two heads (not to mention a giant cement jackrabbit that you could sit on and have your photo taken).

Around Las Cruces, New Mexico, I started to get drowsy. "Lance, it's your turn to drive," I said.

"Where are we?" he asked.

"Barstow," I answered. He seemed satisfied with that answer and jumped into the driver's seat, slammed in a new tape (I'd thrown his Bad Brains tape out the window near Tucson), turned the volume up, hit the high beams and peeled out. It was 10:30 pm. We were only 50 miles from the Texas border.

I was so tired that I was asleep in spite of the squawking coming from the tape deck. My eyes were burned out and I felt as though I'd been asleep for eight hours when Lance woke me up. "It's your turn," he said as he crawled into the back with me. "I almost ran off the road twice. I gotta get some sleep."

Back behind the wheel I felt a little tired but refreshed from sleeping. I turned the CB radio on and was listening to the truckers talk to each other when I saw the sign. It read—*El Paso, 20 miles*. I looked at my watch. It was 11:05 pm. The Trance had only driven for 35 minutes! I thought about pulling over and beating him senseless with a tire tool, but instead I threw three more of his tapes out the window and started driving in earnest.

When the sun rose, the trusty van was cresting a hill just outside of San Antonio. My mother lives in San Antonio. We could

stop there, take showers, get a good breakfast and still make it to the track in time for Press Day practice. Lance woke up as I pulled into her driveway.

"Where are we?" he asked.

"Barstow," I said as I fell out of the driver's door. We had made it from Los Angeles to San Antonio in 24 hours. Well, actually, I had made it in 23 hours and 15 minutes, and Lance had kicked in 45 minutes of much needed relief driving.

"Lance," I said over a big plate of waffles, "You're a jerk. You are industrial-strength useless. On the way back to California you are going to drive your fair share, or you'll walk." He smiled sheepishly and apologized. By the end of the weekend I felt a little sorry that I had called him names. His bike seized in the first moto and during the second moto he tried to jump the big triple jump (which unfortunately was two doubles back-to-back) impacting himself into the face of the fourth jump. "I forgot that last jump was there," he said.

The ride home promised to be a mellow one as we pulled out of my Mom's driveway. Lance was in the passenger seat telling me that whenever I felt tired just tell him, that he was ready to drive, he wanted to do the night section through Midland-Odessa and to just aim him in the right direction. I drove all day, with stops for food and gas, and about 9:00 pm I handed the wheel over to the Trance. He was hot to trot and wide awake.

I looked at my watch, checked the mileage, threatened him with his life, threw a Poison tape out the window to get his attention and then settled in to get some sleep. I was out like a light.

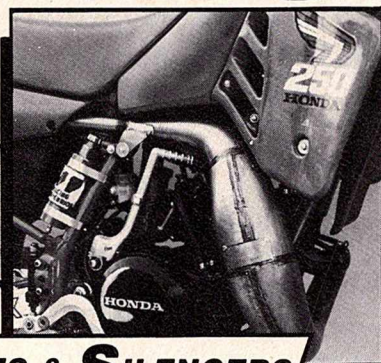
The first moment that I knew something was wrong was when I felt a weightless sensation. I had been sleeping on my stomach, but suddenly I was turned over and laying on my back. It was at this time that I realized that I wasn't laying on my back, but that I was pressed against the ceiling of the van, which was airborne over a railroad track. When we touched down on the other side I came crashing to the floor in a heap of McDonald's wrappers, magazines and tapes. My balance was almost regained when Lance wrenched on the E-brake and we started a big scary broadside down the gravel on the side of the road. I ricocheted off of the dashboard and ended up sprawled in the passenger seat.

"Where are we?" I yelled over a Fat Boys tape and Lance's maniacal laughter.

"Barstow!" he howled like an escapee from the Cuckoos' Nest. Sure enough I looked out of my window and there, ten inches from my face, was an enormous green highway sign that read—*Welcome to Barstow*. I never made Lance the Trance drive another minute—ever. □

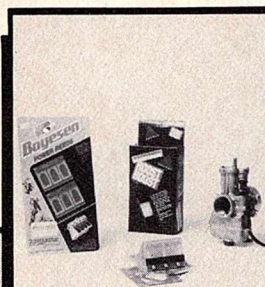
WHITE
Brothers

MOTO MANIA



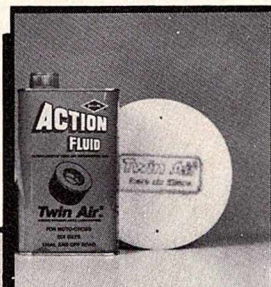
PIPES & SILENCERS

Pro Circuit Power Pipes from \$149.95
Answer Silencers from \$56.95
Answer Spark Arrestors from \$79.95
Answer Legalizers \$39.95



ENGINE MODS

TMX Mikuni Carbs \$139.95
Boyesen Reeds from \$9.50
FMF Power Reed Cages \$84.95
Answer Roost Boost \$59.95



TWIN-AIR

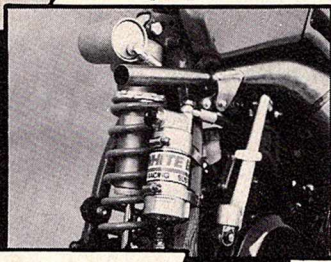
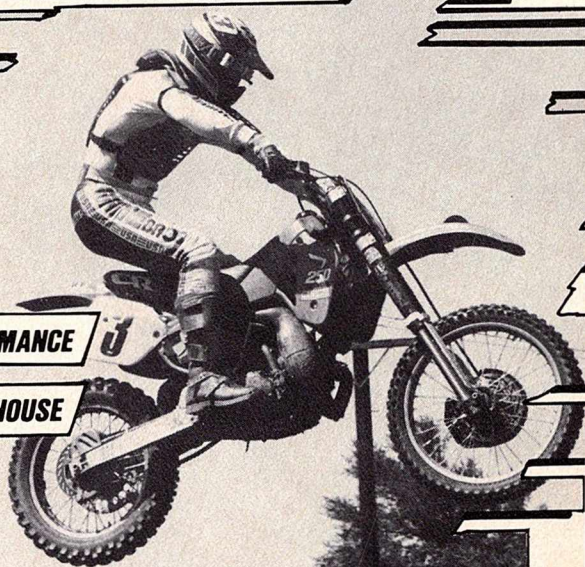
Twin-Air Filters from \$17.95
Twin-Air Filter Oil (liter) \$9.95
Filtered Air Box Vents (4) \$4.95

WORLD'S

LARGEST

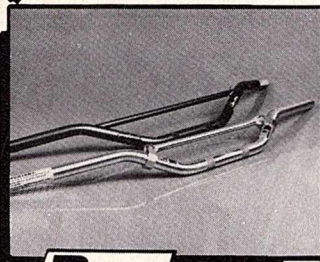
PERFORMANCE

WAREHOUSE



SUSPENSION

Shock Service 98.50*
K Service from \$80* *Parts Extra
Compressive Shock & Fork Springs from \$49.95
Fork Oil (quart) \$9.95



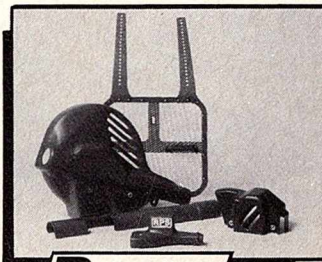
BAR

Answer Alumilite Bars \$49.95
Answer ChromeMoly Bars \$32.95
Answer Accutrax \$29.95
TMV Crossbar Pad \$6.95



SEAT COVERS

Ceet Seat Covers \$22.95
Ceet Cover & Pad \$47.95



PLASTIC

TMV Disc/Fork Guards from \$29.95
TMV Rear Disc Guard \$20.95
RPS Reservoir Saver \$8.98
Works Number Plate \$22.95

WHITE BROTHERS, 14241 COMMERCE DRIVE, GARDEN GROVE, CA 92643 USA

PLEASE SEND ME THE WORLD'S LARGEST PERFORMANCE CATALOG (112 PAGES)

NAME

ADDRESS

CITY, STATE, ZIP

Include \$3 to cover
postage &
handling.

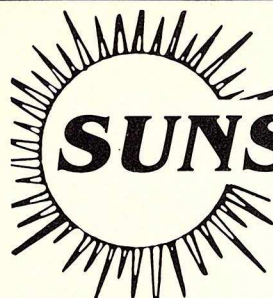


WHITE
Brothers

(714) 554-9442

THE WHITE BROTHERS ORDER LINE

CHARGE TO MASTERCARD, VISA or UPS C.O.D.



SQUEEKY'S SUNSHINE CYCLE

1-800-654-2507

Major credit cards accepted: (SORRY, NO CATALOG)
Diners MasterCard American Carte Discover Visa
Club Optima Express Blanche

COME VISIT OUR STORES
NOTHING SOLD AT SUGGESTED RETAIL

TWO RETAIL LOCATIONS

18318 BEACH BLVD.
HUNTINGTON BEACH, CA
714-847-5300

529 S. STATE COLLEGE
ANAHEIM, CA
714-772-0800

OPEN 7 DAYS

ALL PRICES GOOD IN BOTH STORES UNTIL THE PRINTING OF THE NEXT ISSUE. CALL FOR PRICES ON ITEMS NOT LISTED.

BRIDGESTONE

410 x 14 M22	23.88
410 x 18 M22	45.88
400 x 18 M22	48.88
510 x 18 M22	49.88
510 x 17 M22	44.88
275 x 17 M23	22.88
300 x 21 M23	35.88
300 x 21 M39	34.88
120 x 18 M40	47.88
130 x 18 M40	49.88



METZLER

300 x 21 MX	49.88
325 x 21 MX	54.88

CHENG SHIN C755

(Metzler Copy)	
410 x 14 C755	19.88
410 x 18 C755	25.88
460 x 18 C755	29.88
530 x 18 C755	34.88
530 x 17 C755	34.88
560 x 18 C755	37.88
560 x 17 C755	37.88
460 x 17 C755	25.88
300 x 21 C755	19.88
325 x 21 C755	21.88



DUNLOP

275 x 17 K490 IT	22.88
410 x 14 K490 IT	26.88
120 x 18 K490 IT	38.88
130 x 18 K490 IT	40.88
140 x 18 K490 IT	44.88
120/100 x 18 K195	48.88
300 x 21 K490	58.88
300 x 21 K139	54.88
300 x 21 K930	58.88
100/100 x 18 K595	58.88
110/100 x 18 K595	63.88
120/100 x 18 K595	68.88
100/100 x 18 K990	58.88
110/100 x 18 K990	63.88
120/100 x 18 K990	68.88
100/100 x 18 K695	58.88
110/100 x 18 K695	63.88
120/100 x 18 K695	68.88



SPARK PLUGS

NGK ES (box of 10)	12.88
NGK EG (box of 4)	8.88
NGK EV (box of 4)	15.88
NGK EGV (box of 4)	15.88
NGK REG (box of 4)	13.88
NGK RES (box of 10)	15.88
ND X24ESU (box of 10)	8.88
ND W24ESU (box of 10)	8.88

SINISALO YAMAHA PANTS \$49.88

Retail Price \$109.95
Sizes 24 to 34
Sorry, Shin & Knee
Not Included at This Price

SORRY, NO CATALOG

\$15.00 minimum order
on credit cards
\$25.00 minimum on c.o.d. orders

OVER STOCKED

While They Last
AXO Super Plus Vented Jersey
Reg. \$37.95 - Sale Price \$22.88

GLOVES

AXO Series 29	28.88
AXO Series 40	38.88
Malcolm Smith Enduro	28.88
JT Wet Gloves	4.88
JT Life Line	29.88
JT Flexon	32.88
JT Half Breed	19.88
Malcolm Smith Wet Gloves	4.88
Oneal Bullet	29.88
Sinialo SCD Gloves	28.88
Hallman Enduro Glove	18.88
Hallman Viking	26.88
Hallman Kids Glove	15.88
Oneal Qualifier Glove "New"	22.88
Sinialo Sport Gloves "New"	22.88

ACERBIS PLASTICS

Hand Guards (drum brake)	13.88
Hand Guards (disc brake)	13.88
Disc Protectors (front)	18.88
Disc Protectors (rear)	21.88
Hand Guard for Barkbuster	15.88
Front & Rear Fenders	15.88
Skid Plate	26.88
Reservoir Guards	9.88

KIDNEY BELTS

AXO Superbelt II Xlg "New"	34.88
AXO Superbelt II Child "New"	28.88
AXO Superbelt II "New"	30.88
Hallman Vertebelt	29.88
Answer AC-III	26.88
Vented Gold Belt	18.88
Team Gold Belt	18.88
Vented Mini Gold Belt	13.88
Gold Belt Xlg	20.88
Oneal Cool Lite	28.88

HELMETS

JT ALS-1	144.88
JT ALS-2	179.88
Shoei VX-3A	128.88
Shoei VJ101 (Open Face)	98.88
Shoei Team Color VX	199.88
Shoei VX3V	154.88
Shoei VJ101 Team Color	149.88
Crown (Fiberglass)	69.88
Arai Team Helmets	174.88
Arai Solid Color	149.88
Bieffe BX-6 (Snell App.)	98.88
Bell Moto IV	149.88
Bell Moto III	119.88
TNT Vetter by Bell	98.88

MOTOCROSS PANTS

Gear Pro Pants	88.88
AXO Series 135	119.88
AXO Series 95	94.88
AXO Dayglo Rose	99.88
Malcolm Smith Pro Series	84.88
Malcolm Smith Gortex	149.88
Malcolm Smith Gortex Jackets	159.88
JT Bonehead Pants	84.95
JT Dymond Back	84.88
AXO Sweat Pants "New"	19.88
Answer ProGlow	99.88
Oneal Bullet Pants	99.88
Malcolm Smith Stage 1 Pant	69.88
Malcolm Smith Team Name	74.88
Sinialo SCD Pants	99.88
Sinialo Jet Pants	84.88
Hallman Viking	104.88

THIS MONTH'S SPECIAL

Buy a Sinialo Jet Pant
and get a
Sinialo Sport Jersey
FREE

JERSEYS

Gear Pro Jersey	25.88
JT Pro Tour Jersey	34.88
AXO Vented	22.88
AXO 100% Cotton	15.88
AXO Super 50/50	22.88
AXO Super Plus	31.88
AXO Super Plus Vent	22.88
AXO Reverse Navy Plus	32.88
AXO Type 'S' Jersey	33.88
Malcolm Smith Pro	15.88
Malcolm Smith Trim Fit	19.88
Malcolm Smith Colorcross	34.88
Answer Pro Glow	19.88
Sinialo Sport Jersey	15.88
Sinialo World Jersey	24.88
JT Bonehead Jersey	17.88
Oneal Bullet Jersey	29.88
Hallman Viking Jersey	33.88

GOGGLES

Oakley	12.88
Smith	17.88
Jones	21.88
Scott 83	12.88
Scott 83s (child)	12.88
Scott 89 (w/Lexan Lens)	14.88
Scott 87 (glasses)	18.88
Scott 109 "New"	18.88
JT GSX-1	18.88
Smith Rolloffs (w/goggles)	31.88

GOGGLE ACCESSORIES

Roll Offs (Scott, Oakley, Smith, JT)	23.88
Roll Off Film (4 pack)	4.88
Oakley ATFM Mask	11.88
Scott Half Mask Venturi	5.88
Scott Venturi Mask	7.88
Scott Original Mask	5.88
Quick Strap	13.88

SHOULDER PADS

Hallman Mach 5	89.88
Hallman Jr. Pro Armor	64.88
Answer ACIII	89.88
JT V1000	56.88
JT V2000	79.88
HRP Flak Jak 2	92.88
Oneal Rok-Blok	89.88
Oneal Rokjacket	39.88
Oneal Rokjacket I Kids	29.88
Oneal Rokjacket II Kids	32.88
Acerbis	72.88
Mach 5 Elbow Guard	17.88
Hallman Enduro Elbow Guard	24.88
AXO Shoulder Pad	59.88
Sinialo Shoulder Pad S-1	79.88
Sinialo Shoulder Pad S-2	56.88
Hallman Pro Armor	79.88

BOOTS

AXO Turbo PLUS	154.88
AXO Air	149.88
Oneal Trail Lite	99.88
Oneal Bullet Boots	139.88
Alpinestars Tech II	169.88
Fox Pro Comp Boots	179.88
Hi Point	169.88
Sidi Royale	144.88
Hallman Kids	99.88
AXO Socks	11.88
Socks	4.88

SUNGLASSES

Oakley Blades	58.88
Oakley Razor Blades	64.88
Oakley Eyeshades	54.88
Oakley Trigger Arms	11.88
JT Threds "New"	Available

GEAR BAGS

AXO	39.88
Malcolm Smith Lg. Cordura	59.88
Answer Gear Bag	44.88
Helmet Bag	12.88
Oneal Trak-Pac 13000cc	49.88
Oneal Trak-Pac 6300cc	32.88

MISCELLANEOUS

Original Anca Tie Downs	15.88
Anca Slims	11.88
Crown Tie Downs	10.98
Barkbusters	37.88
Enduro Jugs	18.88
Enduro Jug 2 qt.	23.88
AXO Back Pack	28.88
Easy Clutch	37.88
ATK Bike Shoe	69.88
Twin Air Filters	19.88
Malcolm Smith Fanteen	33.88
Malcolm Smith Deluxe Fanny	19.88
Malcolm Smith Tool Pack	30.88
Hallman Tool Pack	30.88
Rear Gear	17.88
Pro Circuit Pipes	142.88
Tsubaki 520 Chain per pitch	24¢
RK 520 Chain 'O' Ring per pitch	42¢
Diamond 520 Chain per pitch	29¢
Sparkys	37.88
Answer Roost Boost	49.88
Answer Oval Silencers	53.88
Answer Oval Sparkarrestors	71.88
FMF Pipes	139.88

LUBRICANTS

Bel-Ray MC-1 (Case of 24)	58.88
Bel-Ray MC-1 Gal	23.88
PJ Goldfire (Case of 12)	27.88
Spectro (Case of 24)	63.88
Spectro Gear (Case of 12)	39.88
Maxima Super 'M' (Case of 12)	31.88
Maxima Super 'M' 1/2 Gal.	12.88
Maxima 927 1/2 Gal.	17.88
Duralube 50-1 (Case of 12)	33.88
Duralube Water Pumper	33.88

(Case of 12)
Call for other case prices

GRIPS

DeCrosier Grip	5.88
DeGrip	4.88
Scott Hurricane	4.88
Scott Slim	4.88
Answer	5.88
Oakley B2	5.88
Oury	4.88
Oury Pyramid	4.88
DeBruiser Crossbar Pad	4.88

HANDLEBARS

Answer Carbon Steel	16.88
Answer Chromemoly	28.88
Aluminate	39.88

HOW TO ORDER

FOR CREDIT CARD OR
C.O.D. ORDERS CALL:
1-800-654-2507

CALIFORNIA CUSTOMERS CALL:
714-847-5300

FOR MAIL ORDERS WRITE TO:
SUNSHINE CYCLE
18318 BEACH BLVD.
HUNTINGTON BEACH, CA 92648

OUT OF COUNTRY
ORDERS WELCOMED

DATELINE: EUROPE

ACTION IN THE ALPS

- British riders have been **dominating** the 1988 500 World Championships. Factory sponsored David Thorpe (Honda) and Kurt Nicoll (Kawasaki) continued the Limey domination at the Swiss 500 Grand Prix. Thorpe won the first 500 GP of the year in Austria with Nicoll second, and Nicoll won the second round in Switzerland with Thorpe second.

- Jacky Vimond is **surprising** everyone. No one expected the former 250 World Champion to be a serious threat in the 500s, but Jacky set the fastest time in Swiss practice. He then holeshot both motos and scored a fabulous 2-3 for third overall.

- American Billy Liles, riding for Kawasaki of Italy, was **knocked unconscious** in Saturday's practice session. By race day Liles was still shaken and scored no points.

- Goat Breker continued his run of bad luck. **Troubles** with his Honda of Italy sponsor, Italian customs and bad starts have Goat wishing to come home. After retiring two years ago Breker was jazzed to return to motocross, but a rotten experience in Europe has depressed him somewhat.

- Unheralded riders with lots of **potential** in the 500 Class are German Dietmar Lacher (a transfer from the 125 Class), Belgian Dirk Geukens, Ismo Vehkonen of Finland, and Brits Mervyn Anstie, Jared Smith and Mark Banks. •

Dirt



Rocket man: Jacky Vimond (10) was the fastest rider on the track, but he wasn't in the best shape. The Frenchman ran away with the first 30 minutes of both motos only to get passed in the last few laps. Thorpe (5) sets his sights on Vimond's YZM500.



Rick Johnson



Jeff Ward



Jeff Stanton



Eric Kehoe

Pro Circuit has in the last 10 years become the industry leader in two-stroke performance. We have accomplished this with a lot of hard work and the dedication to produce the best performing and dependable product at a reasonable cost. Our reputation means a lot to us and if it were not for our dedication we would not be on top very long. Take a few minutes and compare our products to any of our competitors, you'll see for yourself that at Pro Circuit we will not compromise the quality or performance of our products.

**PROVEN WINNERS
NEED PROVEN PERFORMANCE,
PRO CIRCUIT HAS BOTH**

Dirt



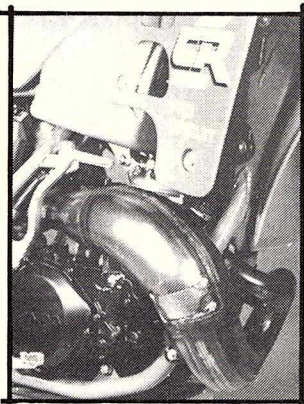
Bust the dust: It normally rains in Europe so track watering systems are non-existent on the GP circuit as Belgian Dirk Geukens demonstrates. Geukens rides for Kawasaki of Belgium, and in two short years has become a top ten contender.



Wooden fences: Austrian Karl Sulzer (47) tries to drag race Italian Geovanni Cavorita up rocky Swiss hillside. American tracks are rougher, tougher and more jump-filled. Euro tracks are road races.



RICK JOHNSON USES PRO CIRCUIT, SO SHOULD YOU!

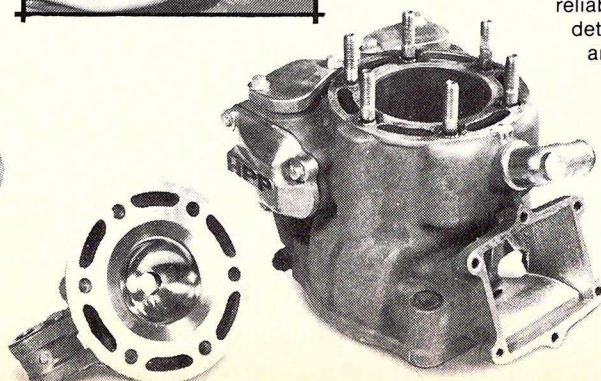


WORKS HONDA PIPES.

It's a fact that year after year factory riders as well as local pro's, use Pro Circuit Works Honda Pipes. In 1986 Rick Johnson used a Pro Circuit Pipe to win the Supercross Championship. Again in 1988 Rick and Pro Circuit have clinched another Supercross Championship proof positive that proven winners need proven performance and Pro Circuit's reputation with Team Honda is second to none. '84-'88 CR80, 125, 250, 500 \$149.95 to \$159.95.

PORTING & HEAD MODS.

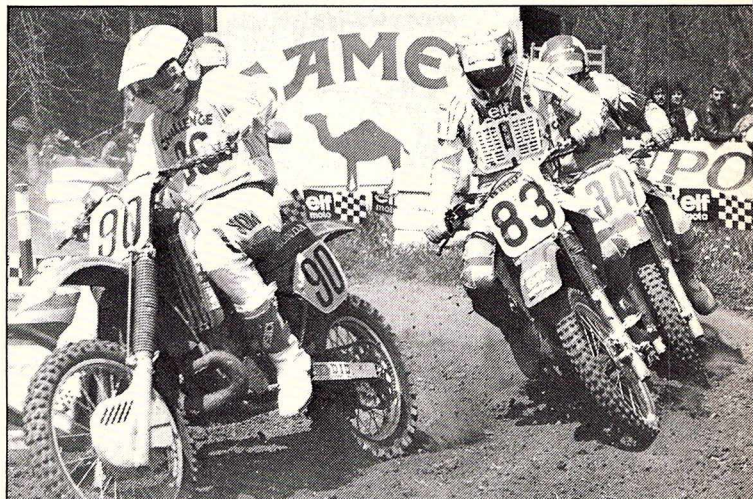
Pro Circuit has, in over the last 10 years, fielded some of the most successful privateer teams in the world and we have accomplished this by getting our motors to the point of maximum useable power without losing any reliability. During our R&D stages we determine what the stock motor is lacking and boost these areas without losing the good points the motor has going for it. Instantly you'll notice power gains in areas you never thought possible. Porting and head mods \$215.00. New '88 pre-ported cylinders and heads in stock, call for more information.



PRO CI



◀ **Big crowds:** Over 30,000 spectators came to the Swiss Alps to watch the second 500 Grand Prix of the season. Payerne has been a traditional circuit for the Swiss GP, and is hard, fast and dusty.



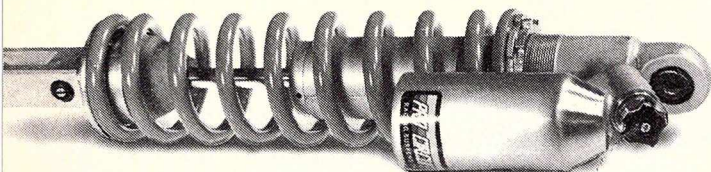
▲ **Goat in distress:** Goat Breker (83) had disastrous starts in Switzerland and spent both motos mired in the pack. Goat tries to pass Finland's Jaaco Eckert, while Belgium's Etienne Jaemers (34) tries to pass him.

◀ **Give me sand:** Eric Geboers hasn't had any luck in the 1988 500 World Championships. The 1987 250 World Champion has been relegated to poor finishes. Eric is waiting for the sand tracks later in the season to show his stuff.

JEFF WARD USES PRO CIRCUIT, SO SHOULD YOU!

WORKS KAWASAKI PIPES.

With only a couple of races yet to go in the '88 250 Nationals it looks like the title will go to Jeff Ward, of course Jeff is using a Pro Circuit Works Kawasaki Pipe. In addition to Jeff, Ron Lechien, Larry Brooks, Mike Kiedrowski and a host of other top local and National riders are switching to Pro Circuit for their Works Type Power. When it comes time to get a new pipe for your KX, try the Pro Circuit Works Pipe and you'll see why everyone else is switching to Pro Circuit. '85-'88 KX80, '84-'88 KX125, '85-'88 KX250, 500 \$149.95.

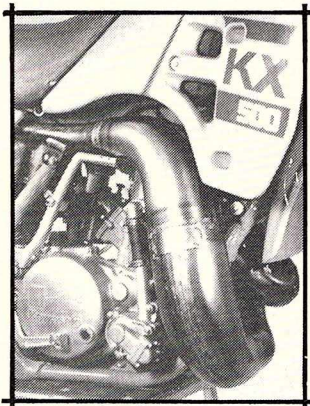


KX, CR, YZ, RM SUSPENSION SERVICES.

Factory backed riders like Larry Brooks, Jeff Leisk, Brian Manely, Bill Frank and Larry Roseler depend upon Pro Circuit Suspension Services to soak up the variety of rough terrain they encounter during the year. **Satisfaction Guaranteed.** Shock and fork mods available for '85-'88 CR, KX, YZ and RM bikes. Shock revalve \$130.00. Shock oil change \$55.00. Cartridge fork mods \$70.00 plus parts. Optional rate fork and shock springs \$49.95 to \$80.00.

WORKS STAND.

Get a little class, get the Pro Circuit Aluminum Works Stand \$49.95.



RCUIT

Dirt



Runner-up no more: Kurt Nicoll, son of former BSA factory rider won the Swiss 500 Grand Prix with a 4-1 score.



Direct link: Reputedly, Eric Geboers does not get along with Honda Europe's team management. Eric deals with the factory in Japan, via a fax telephone telecopier outfit in his motorhome—direct access to the powers that be.



Full support: You'd never be able to guess who sponsors Kurt Nicoll from looking at his seat cover. Nicoll has a works Kawasaki fielded through the British importer.

500 WORLD CHAMPIONSHIP RESULTS: SWITZERLAND

1. Kurt Nicoll (Kaw)	4-1
2. Dave Thorpe (Hon)	1-4
3. Jacky Vimond (Yam)	2-3
4. Kees Van der Ven (KTM)	7-2
5. Eric Geboers (Hon)	5-9
6. Dirk Geukens (Kaw)	10-5
7. Dietmar Lacher (Hon)	3-D
8. Hakan Carlqvist (Yam)	8-10
9. Kurt Lunnqvist (Yam)	12-7
10. Claudio DiCarli (Kaw)	11-12

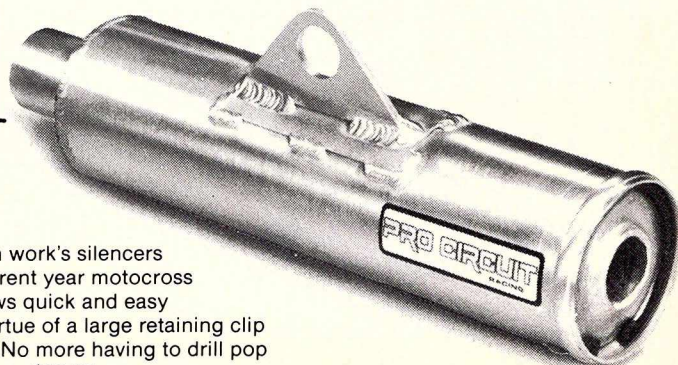


JEFF STANTON USES PRO CIRCUIT, SO SHOULD YOU!



WORKS YAMAHA PIPES.

Jeff Stanton in 1987 finished 2nd overall in the '87 500 Nationals, his best finish ever, using a Pro Circuit Works YZ Pipe. Now in 1988 Broc Glover, Billy Frank and Jeff Stanton will all tell you that Pro Circuit is the only answer if you want to get your YZ to the front of the pack. All Pro Circuit pipes bolt on in minutes with all the stock mounting hardware. Available for '84-'88 YZ80, 125, 250, 490 \$149.95.



WORKS SILENCERS.

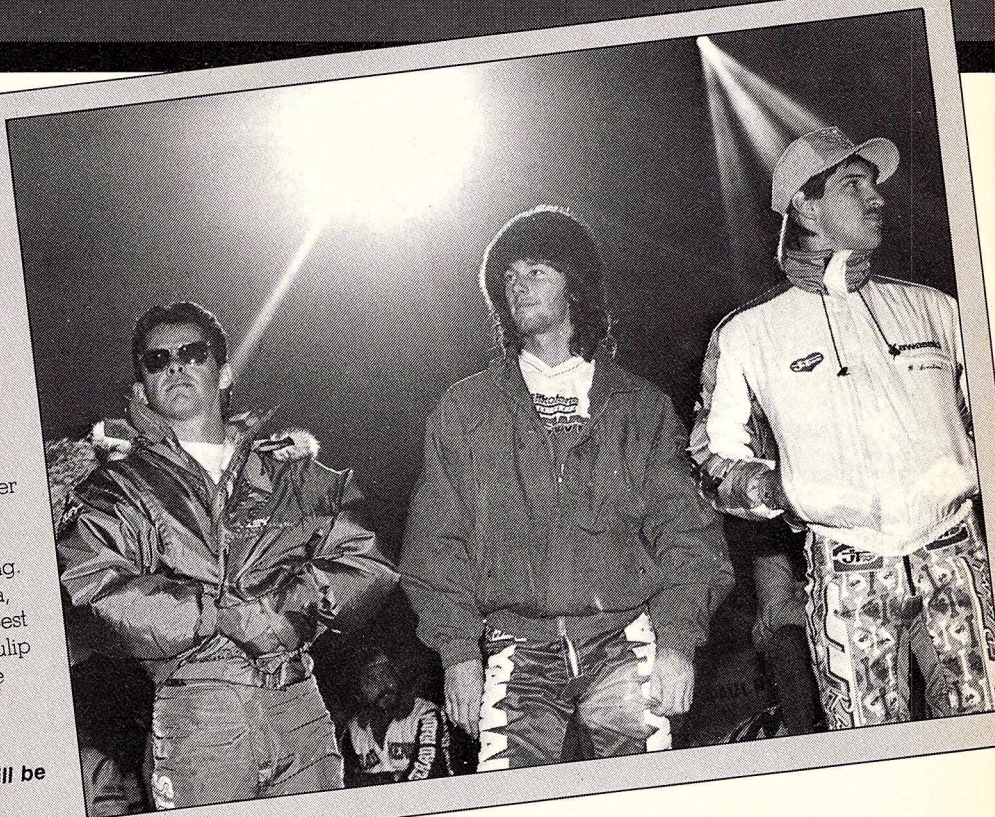
Pro Circuit's all new aluminum work's silencers are now available for most current year motocross bikes. Our unique design allows quick and easy repacking of the silencer by virtue of a large retaining clip that holds the core into place. No more having to drill pop rivets just to repack your silencer \$59.95.

PRO CI

JEFF, MICKEY, AND RON CAN'T WAIT FOR PARIS!

The Paris Supercross is by far the most exciting event on the motocross calendar. More than a Supercross, riders and fans alike are treated to great entertainment on three consecutive nights. This year, Tulip Travel is providing special Paris Supercross Tours for Americans who want to be among the lucky ones to experience the Parisian extravaganza. Price of the one week tour starts as low as \$1499 and includes airfare, transportation, lodging, a cruise on the river Seine, a champagne celebration at the famous Moulin Rouge nightclub and, of course, tickets for the three nights of racing. Watch the likes of Johnson, Ward, O'Mara, Dymond and Lechien take on Europe's best in the finest race in the world! Contact Tulip Travel, 73-111 Country Club Drive, Suite B4, Palm Desert, CA 92260; (619)568-2889. □

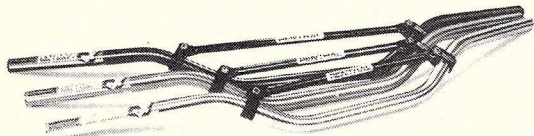
Travel agenda: Jeff, Mick and Ron will be in Paris this December. How about you? ►



ERIC KEHOE USES PRO CIRCUIT, SO SHOULD YOU!

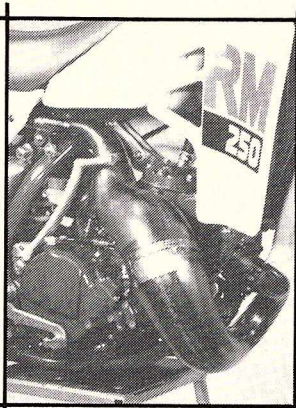
WORKS SUZUKI PIPES.

All the factory teams know what works, they have giant R&D facilities to test everything, and if they thought something else worked better they would certainly use it. This is why we feel so good about our line of Works Suzuki Pipes. Eric Kehoe and George Holland used our pipes to win Nationals last year, and in 1988 Eric is back with Keith Turpin, Brian Manley, Ron Tichenor and many more. With guys like these using our products it should make your decision to buy a Pro Circuit Works Suzuki Pipe for your bike very easy. '86-'88 RM80, '84-'88 RM125, 250 \$149.95.



RENTHAL HANDLE BARS.

Renthal has long been known for its quality handlebars. Reduced weight and increased strength make this handlebar the only logical choice over the competition. Available for Honda, Yamaha, Suzuki and Kawasaki \$45.95.



Dealer inquiries invited.
All orders will be shipped UPS
COD, VISA or MASTERCARD.

Pro Circuit Racing
4214 E. LaPalma, Anaheim, CA 92807
(714) 993-5400, FAX (714) 993-0344

RCUIT

Mail Entries



MEMORIES

Dear *MXA*,

The April issue of *MXA* has to be the finest ever produced. I think it is important to remember the past, I know it helps me to realize how far we've progressed. Your article helped take me back to the early '70s when Mosier Valley was one of the finest tracks in the country. Jody used to race there at the time and Wyman Priddy was the South American Champion. I have since moved to the West and I've seen many of the best riders in action, but I would trade it all to see Danny Doss race one more time. He and his Texas Leisure Chair teammate Ronnie Shoemaker could always be counted on for some of the best racing in the Southwest. Thanks for the memories.

Robert J. Maroney
Henderson, NV

Dear *MXA*,

I thoroughly enjoyed the April issue. Nice work! That's one reason *MXA* still reigns as the number one magazine for my money. You guys still remember the good old days and don't mind reminiscing about them. That shows a lot of depth and character. I've been behind you guys from the start. In the '70s me and my buddies would travel around Florida and check out the Winter-AMA series at Ft. Pierce, where we saw Brad Lackey and Pierre Karsmakers have a duel-of-death one year. Long live the heroes.

Rick Hughes
Vero Beach, FL

GAS IT!

Dear *MXA*,

I own a 1986 YZ125 which I bought used last December. I've been planning to race in the near future but I am unsure of a couple of things. Will my bike be competitive with the newer models? Are there any low-cost modifications that would make my bike more competitive? I don't have a lot of money or I'd just get a whole new bike. Thanks for any help you provide.

Jeff Quadros
Lodi, CA

(The best modifications you can make are to keep your '86 YZ125 in good shape, run a new piston and rings and enjoy it. It will be competitive for local Novice-level racing. Don't spend too much money hopping it up—because if money is short it is better spent on maintenance. When your results start improving, then it would be time to look for a new bike.)

MYTHICAL RM500

Dear *MXA*,

Whatever happened to the 1988 RM500? I heard Suzuki was supposed to produce them in '88; will they be out in '89? What's the deal with Suzuki, are they giving us all the runaround on this Open bike, or what?

Jason Miller
Copperas Cove, TX

(Suzuki never officially announced a RM500. It was assumed that they would produce one when Johnny

O'Mara said he would be racing some 500 GPs. Johnny never got his bike, so it's unlikely that the public will get theirs).

STAY WITH IT!

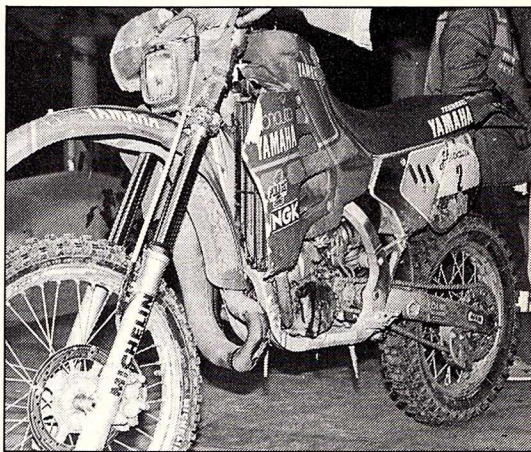
Dear *MXA*,

I'm a 15-year-old who has been racing for five years. I currently hold two titles—Panama National Champion and U.I.M. Champion. I'm sponsored by Tochisa—the local Yamaha dealer. As you probably know from news reports, this country is having all kinds of political trouble and motocross along with just about everything else has come to a screeching halt. Several times I've felt like quitting and then my dad brings home the latest issue of *MXA*. I just want to say thanks for keeping me stoked when I most need it.

Rudy Waller

Panama City, Panama

P.S. I hope Jeff Stanton blows R.J. away!



GOOD IDEA

Dear *MXA*,

I was reading in the May issue about Roger DeCoster's idea to run the 500 National Championships after the Motocross des Nations, with no production rule. This is a great idea. The equipment and riders would be excellent. I think it would encourage participation by the Europeans and could be one of the most prestigious racing series in the world. I would also like to compliment you on the coverage of New England motocross in a recent issue. It was very good. New England's motocross history and its riders deserve the national attention.

Dennis K. Murphy
Northboro, MA

(If you like DeCoster's 500 National Championship idea, send a note to Roy Jansson, AMA, P.O. Box 6114, Westerville, OH 43081-6114. Your card or letter might be the one that persuades the powers that be.) □

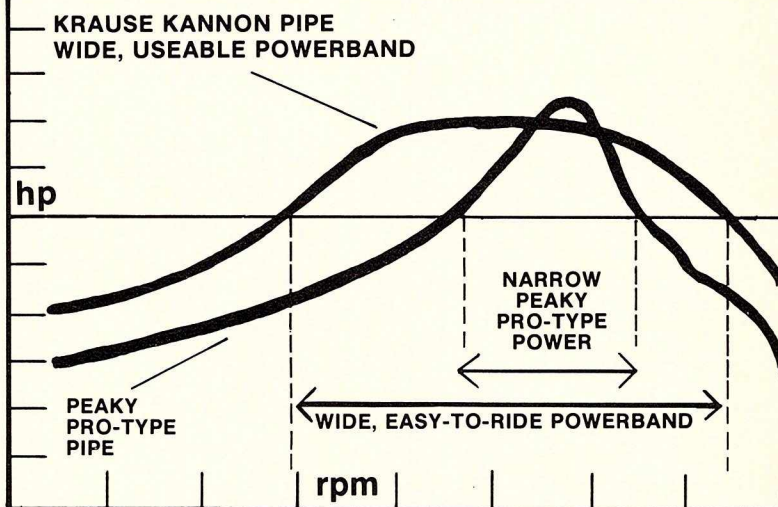
WHY BUY A PIPE ONLY A PRO CAN USE??

PRO PIPES MAKE PEAKY, NARROW POWER

Most riders agree that if you race the *Pro-Circuit* you need a peaky powerband that goes on and off like a light switch. A pipe that makes mostly top end power is what you have to live with. However, only a top pro can even ride a peaky, temperamental powerband like this. All amateurs find these pipes **frustrating** to jet and **hard to ride**.

KANNON PIPE POWER IS WIDE AND USEABLE

Kannon pipe power is wide, and useable. If you are not a pro, Kannon pipes are made for you. Kannon pipes give you solid low-end with a wide mid-range and respectable top end. You get useable power that **helps you win**. No peaky, abrupt power that makes it tougher. The graph to the right says it all.



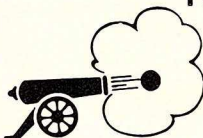
KRAUSE KANNON PIPE

FLOW BENCH DESIGNED & TESTED

Your Kannon pipe is scientifically designed using the latest flow bench technology. No guesswork or back yard engineering. You get a Kannon pipe that delivers power you can win with.

- CR, YZ, RM, KX
- IT, KDX, ATC, QUAD
- EASY BOLT-ON
- NO JETTING REQUIRED
- MAXIMUM FLOW
- WIDEST POWER DELIVERY
- STRONG 18 GAUGE
- TUCKS IN TIGHTER
- 100% GUARANTEED
- OLDER MODELS (1973-1987)

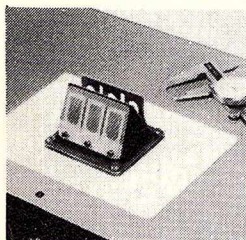
**YOU DON'T NEED A PRO PAYCHECK
TO AFFORD A KANNON PIPE!!**



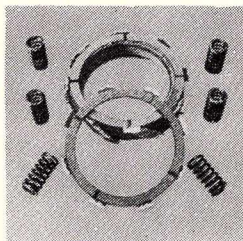
PRICED
FROM
ONLY

\$89⁹⁵

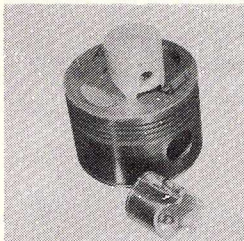
EASY TO BOLT-ON POWER PRODUCTS FROM KRAUSE



DUAL-STAGE REEDS
Boyesen Racing Reeders are guaranteed low end power boost. Priced from \$11.95.



HEAVY DUTY CLUTCH KITS
Eliminate slip and fade with a tough Barnett system. Sets priced at \$39.95.



FORGED PISTON KITS
Reliable, long lasting Wiseco pistons improve power and response. Kit prices start at only \$39.95.

ALSO AVAILABLE

- MAX FLOW AIR FILTERS
- SIDEWINDER DRIVE SYSTEMS
- GOLD SUPERPRO CHAIN
- FLOW BENCH CYLINDER PORTING
- HEAD MILLING SERVICE
- CYLINDER BORING SERVICE

**1987 RIDER SUPPORT PROGRAM
CALL 1-312-543-6696 FOR DETAILS**

KRAUSE RACING CORP. - PERFORMANCE DIVISION - 111 FAIRBANKS - ADDISON IL 60101

ORDER FAST, TOLL-FREE 1-800-692-2846
IN ILLINOIS CALL 1-312-543-6696

Ask the MXperts

Linking up with DMC's Dave Miller

□ Modern motocross bikes are amazing technological machines. In the old days bikes had motors without any power valves, gimmicks or boost ports. Gas tanks were steel, fenders were aluminum and shocks held the rear end up. My, how things change! If you took a rider from the past and dropped him into 1988, he wouldn't be able to comprehend the changes that have been wrought in motocross. In fact, if you took a rider from 1988 and tried to explain to him what rising-rate suspension is, he probably wouldn't have a clue either. To get to the bottom of one of motocross' deepest darkest secrets we asked DMC's Dave Miller to try and explain what a rising-rate rear suspension is. How it works. What can go wrong with it. And how to keep it from making you wish you were back in 1970 again.

MXA: Dave, explain what a rising rate is and what it does.

Dave: Well, basically what it comes down to is a variable progression of the leverage on the shock. As the swingarm goes

through its stroke the mechanical advantage decreases, so by the finish it is as though the shock were bolted directly to the swingarm.

What it does is change the amount of distance the shock shaft travels in comparison to the swingarm or wheel. It allows for soft, slow-speed leverage while at the same time providing for stiffer leverage in high-speed situations, without making valving changes to the shock. Essentially, it gives a plush-to-stiff ride.

MXA: How does that differ from a twin shock system?

Dave: The twin shock is a 1:1 system, for every inch of wheel travel the shock shaft moves an inch. Thus the plushiness or stiffness of the ride remains the same throughout the stroke. There is no variance, or plush-to-stiff feel. To gain that feel you have to rely on progressive spring rates.

MXA: What are some of the problems that arise in a system like this.

Dave: Like anything that is a mechanical advantage, it is subject to the varying forces placed upon it. Things like shaft deflection, side loading, and so on. They are things that we don't see or feel, but they cause a lot of strain on the joints of the system. Sure signs that this has been happening are stretched or bent bolts, the ovaling of holes, or any



Mr. DMC: Dave Miller is the man behind DMC and its reputation for building killer minis. Dave is also an expert on suspension.

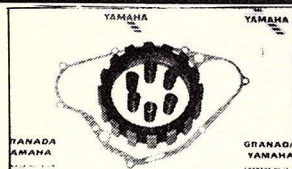
looseness at those points.

MXA: What kind of maintenance tips can you give us?

Dave: It is definitely in your favor to be zealous in the servicing of the linkage. It really isn't that difficult to do. Greasing the pivot points is the main thing, and this should be done after every third race for the serious racer. For the average guy, he can go as far as six races. And don't forget the swingarm pivots. Shock oil is an integral part of the system, so it doesn't hurt to replace it as well.

The other important point is to make sure all the bolts are tight, and use washers where washers are supposed to be used. Keeping things tight will keep the dirt out and keep the system from getting loose and strained. Proper maintenance is important to having a properly working suspension system. □

**TO ORDER CALL:
818-366-0646**



CLUTCH KITS

- FIBER PLATES • SPRINGS
- GASKET

YZ 80	\$42.60-54.80
YZ 100	44.20-57.60
YZ 125	48.40-59.85
YZ 250	58.60-79.20
YZ 400/465/490	58.60-79.20

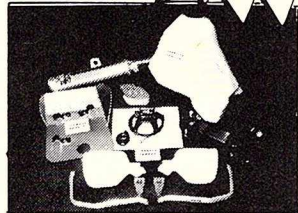
MACHINING AVAILABLE

TEAM YAMAHA
WRENCH REPORTS
ENGINE REBUILD
'82-'88 YZ 490 Head Mods
To reduce detonation
Increase midrange Performance
Kit includes Milled head,
reshaped slide

LEVERS

ALL YZ/TT/IT BRAKE \$5.10-11.90
ALL YZ/TT/IT CLUTCH \$5.10-7.80

**COMPLETE
MACHINE
WORK**



ENDURO-DESERT- HARE SCRAMBLES-KITS '85-'88 YZs 125-250-490

- Spark Arrester
 - Skid Plate
 - Large Fuel Tank
 - Hand Guards
 - Bark Busters
 - Pipe Protector
 - Chain Guide
 - Odometer Kit
- COMPLETE RACING KITS
Order any 5 pieces: save 10%

Transmission Kits 250 Kit 6-speed
490 Kit 5-speed

**TEAM YAMAHA CENTER
WE STOCK IT!**
**GRANADA
YAMAHA**



PISTON KITS

- PISTON • RINGS •
- WRIST PINS • CIRCLIPS

YZ 80	\$24.85-\$45.80
YZ 100	28.60-31.90
YZ 125	29.20-46.60
YZ 250	44.40-64.40
YZ 400/465/490	50.20-65.20

GENUINE FACTORY AVAILABLE:
HEAD GASKETS BASE GASKETS
CRANK KITS RINGS

SPROCKET AND CHAIN KITS

REAR SPROCKET

factory aluminum and factory steel	
YZ 80	\$17.95-39.95
YZ 100	29.95-39.95
YZ 125	29.95-39.95
YZ 250	29.95-39.95
YZ 400/465/490	29.95-39.95

FRONT SPROCKETS

ALL YZ/IT/TT	\$6.95-14.95
CHAINS	
YZ 50/60/80	\$19.95-26.95
YZ 100/125/250/490	29.95-44.95
O-RING or HEAVY-DUTY	
YZ 50/60/80	\$34.95-64.95
YZ 100/125/250/490	54.95-69.95

We ship UPS-COD or use VISA,
MasterCard or Discover card
\$10 min. order charge, prices do
not reflect freight. We accept YZ
Bucks. . .

17602 CHATSWORTH ST.
GRANADA HILLS, CA 91344

**IF YOU DON'T
SEE IT . . . CALL!!**

**ORDER TODAY
HAVE
TOMORROW**

DISCOVER

MasterCard

VISA

Sidewinder®

GOLD SUPERPRO CHAIN AND SELF-CLEANING SPROCKETS

ANTI STRETCH

Winning Combination

After years of research, Sidewinder® introduces the first "Anti-Stretch" chain. Combined with the legendary self-cleaning sprockets, you now have the ultimate total matched system.

Save
\$25.00

or more
on a complete
package kit
for your
bike

MAXIMUM POWER TRANSFER
TRIPLE-LIFE, SELF-CLEANING
MINIMUM MAINTENANCE

RATED #1 - *DIRT BIKE* 1988 READER SURVEY
THE ONLY MATCHED SPROCKET/CHAIN SYSTEM
ANY GEARING YOU CHOOSE AT NO EXTRA COSTS
COLORS - NO EXTRA CHARGE (RED, BLUE, GOLD, SILVER, GREEN)
ALL BRANDS, YEARS, ALL MODELS (60 cc TO 600 cc; 1970 TO 1988)

End Your Hassles

If you are tired of constantly adjusting your chain, Sidewinder has a solution that will set you free. . . the first Anti-Stretch chain only engineered for the dirt. Why use a weaker chain that stretches and tears up your sprockets?

Start Winning, Start Saving

If you break or toss a chain, you can't win races. These failures cost you big bucks too!! Eliminate these costly breakdowns. The new Sidewinder "Anti-Stretch" system will help you win and save you a bundle at the same time. Try us once and you will never go back.

WHY WAIT — ORDER TODAY
ORDER TOLL FREE 1-800-692-2846

SAME-DAY SHIPPING

Sidewinder®

CATALOG - SEND \$2.00

Chain and Sprocket Systems

111 Fairbanks St. • Addison, IL 60101 • In Illinois call 312-543-6696

■ To understand what makes these items of sporting apparel so unique on the outside, you first need to know how they're different on the inside. And, most importantly, why our exclusive BioFoam™ padded cell technology is going to revolutionize the field of sports protection as we know it today.

biofoam™

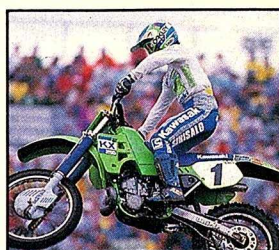
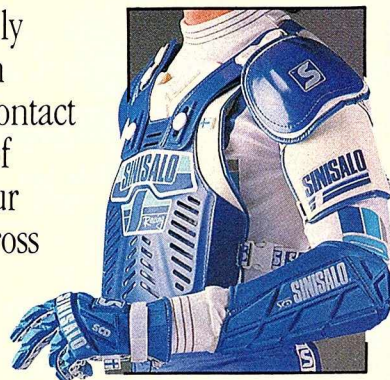
In 1986, we set out to develop lightweight, flexible, high-impact clothing that would be ideally suited to a wide range of sporting activities. What we devised was a globally patented method of bonding durable, elastic fabric over pressure-molded, high-density foam padding. BioFoam was born.

■ BioFoam gave us, and a growing number of apparel manufacturers, the

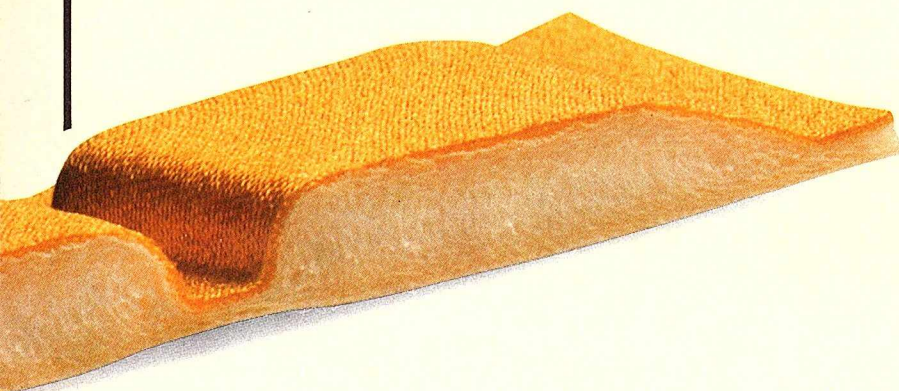
ability to strategically position "protection zones" in critical contact areas on a variety of equipment. Take our own SCD™ motocross pants, for example. After tailoring heavy duty nylon material into a snug, form-fitting pattern. BioFoam padded cells are

integrated into the waist, hips, and thighs to protect the lower body from rocks, debris, and other rider. Not to mention the occasional meeting with Mother Earth.

■ Our SCD™ elbow guards pro-



JEFF WARD TEAM KAWANAKI



Our new technology is so revolutionary, we had to lock it up inside a padded cell.

MADE IN
FINLAND



Honda, HondaLine and TX-10 are all trademarks of AMERICAN HONDA INC. 1988. HARO Designs Products are manufactured by Karhu Inc.

vide over 30 square inches of BioFoam protection. And a BioFoam collar is nestled into a frequently overlooked (yet potentially vulnerable) area of our chest protector. But we're not the only ones building on BioFoam.

■ AXO Sport incorporates BioFoam panels into their brand new BodyGuard™ cycling shorts, and contoured channels of padding across the fingers, back and wrist of their Series 40 gloves. Haro Designs followed suit with their own skateboarding and bicycling products. Honda Line™ uses BioFoam in their TX-10 pants, gloves and kidney belt. And this is only the beginning.

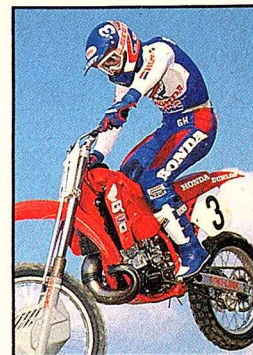
■ Soon, BioFoam will be appearing world-



wide on a variety of sporting apparel, equipment and accessories. For summer or winter. Wet or dry. Indoors or out. Protecting sports enthusiasts both young and old.

■ In fact, only one question remains: Where will the amazing, powerful BioFoam technology go from here? If we can't keep it locked up in a padded cell, the answer should be obvious.

Anywhere it wants to.



GEORGE HOLLAND
TEAM HONDA

Motorcross Action Magazine Photo

SINISALO®



YAMAHA'S RADICAL PROTOTYPE WORKS BIKES



Yamaha YZM250: Taking a step back from the outlandish YZM500, Yamaha's engineers refined the YZM250 into a more practical application of their technology. The complete rear end of the bike is monocoque aluminum, and the airbox is fed by a breather tube under the gas tank. A lot of the YZM250 engineering will be found on the 1989 YZ250 including, the reinforced steel frame, a bigger (although plastic) airbox, and new shock linkage.

INSIDE THE WORKS

YZM

RACERS

Vimond's
YZM500,
Van De Berk's
YZM250
and Dymond's
YZ250





YZM RACERS



Yamaha YZM500: Perhaps the wildest design exercise ever raced in professional motocross, the YZM500 put Yamaha on the map in 1987. For 1988 it has been refined and strengthened and the power-valved Open bike cylinder now puts out even more horsepower. The box-structure aluminum frame will never see production, and it is unlikely that Yamaha will change the air-cooled YZ490 production bike much in 1989.

◀ **Micky Dymond's YZ250:** Under the AMA production rule, Yamaha must start with a stock 1988 YZ250, but after that the sky's the limit. The triple clamps, upside-down Kayaba forks, shock linkage, frame gussets, swingarm reinforcing, cone pipe, magnesium wheels, works Nissin brakes, airbox holes and porting have all been given the full factory treatment. It's not a YZM, but it's just as fast.

□ Last year Yamaha shocked the Motocross world by releasing a new works bike that not only broke most of the rules, but rejuvenated the corporation's complete Motocross program. For Yamaha, 1988 has been a turn-around season on the World, National and local racing levels. Why? Most Yamaha insiders point to the radical, aluminum framed, water-cooled, winged YZM500 works bike as the cause. By taking the time and money to produce an advanced prototype of the *ultimate* race bike Yamaha infused its workers, race team, dealers and consumers with a new sense of confidence. The YZM was a bold statement that said—We're here to stay!

BIKES OF THE FUTURE

For the 1988 Grand Prix and American National Championships there are three distinctly different works Yamaha racers. The incredible YZM500 box-structure, aluminum framed, monocoque sub-framed, water-cooled 498cc works racers has been joined by a new generation YZM250. As shocking and space age as the YZM500 is, the YZM250 shows the more practical side of race engineering. Instead of an aluminum

road race-based chassis the YZM250 uses a chromoly steel frame that is cleanly gusseted and reinforced. Frame quality and cleanliness is a big improvement over production-line techniques. The rear sub-frame is monocoque aluminum, removable and incorporates the airbox. Additionally, the airbox is fed via a special air intake that is built under the top of the gas tank (a la ATK) and scoops air from behind the front number plate.

Micky Dymond's AMA-legal production YZ250 isn't allowed to use any of the trickery of the YZM's, but it features a reinforced and gusseted frame and swingarm, radical upside Kayaba forks, magnesium hubs, stronger brakes and special handbuilt suspension components and linkages.

The three Yamaha versions range from radically advanced (YZM500) through ultra trick (YZM250) to functionally fast (YZ250). Yamaha has overcome its five year technological drought to rise to the top of the Japanese manufacturers in the development of testbeds for future development.

Will we be seeing aluminum framed production bikes? Probably not. A works

mechanic takes the YZM500 apart every week to check the frame for fatigue, stress risers or fractures. The average Joe would not be able to keep the maintenance schedule up. Will we see a water-cooled, power-valved YZ490? Probably not, Yamaha is working on building a new 350cc kit that will bolt directly onto the lighter and more agile YZ250 chassis. The move to smaller, higher revving and more raceable Open bikes has been expected. Yamaha is the first Japanese manufacturer to head in that direction. Will we be getting aluminum monocoque sub-frames? It's possible in the future, but remember that a crash, even a loop out, would wipe out a big investment. That makes the aluminum monocoque less cost effective. Expect a removable sub-frame with a plastic version supported by a more simplified tube sub-frame.

WILL WE SEE BETTER YAMAHAS?

Most assuredly! Last years YZM had a major impact on this year's production Yamahas, and there is nothing like success to fuel the fires of technology. You won't be able to buy prototype YZMs, but you benefit from their existence. □



ALL ABOARD THE SUPERCROSS EXPRESS



Ted Domohowski

Double jumping across America

By Todd Smith

□ The hyper-kinetic energy of Supercross has become an annual favorite of Motocross fans over the last 16 years. Each year's stadium attendance increases at a steady pace as more and more fans flock to their local stadiums to witness the greatest spectacle in indoor sports.

◀ **Mr. Universe:** Rick Johnson's prowess on a Supercross track is reaching legendary proportions. Seemingly, Rick can do no wrong. Even though he may crash, he always comes out on top.

The Coors Supercross Series took advantage of a break in the outdoor National action to load up the bikes, box vans and entourage and move across the country in a Barnum and Bailey whistle stop tour of the country. The Supercross road show featured five radical races crammed into four weekends. It was wall-to-wall racing with 1000 miles of travelling between shows.

The MXA wrecking crew got on board the Supercross travelling circus to bring it

Start to finish: How critical are starts in Supercross? Very critical. With the exception of Eric Kehoe (9), the top five starters were the top five finishers. Only Rick Johnson and Jeff Ward have proved to be adept at passing through the pack on a Supercross course.

all home to you. All aboard! The Supercross Express is leaving on track number nine. Destination Pontiac, Dallas, Tampa and New York City. All aboard!



Hometown boy: Riding in your hometown can often spur you on to great rides and great finishes. Unfortunately, for Keith Bowen (11) that was not to be. Keith finished a dismal 15th on Saturday and 14th on Sunday. There are better days ahead for Keith.

RESULTS: PONTIAC SUPERCROSS, ROUNDS FIVE & SIX

Saturday night:

1. Rick Johnson	Hon
2. Jeff Ward	Kaw
3. Ron Lechien	Kaw
4. Broc Glover	Yam
5. George Holland	Hon
6. Johnny O'Mara	Suz
7. Eric Kehoe	Suz
8. Jeff Matiasovich	Kaw
9. Ron Tichenor	Suz
10. Jeff Stanton	Yam

Sunday night:

1. Rick Johnson	Hon
2. Jeff Ward	Kaw
3. Ron Lechien	Kaw
4. Eric Kehoe	Suz
5. Doug Dubach	Yam
6. Ron Tichenor	Suz
7. Broc Glover	Yam
8. George Holland	Hon
9. Mike Fisher	Kaw
10. Jeff Matiasovich	Kaw

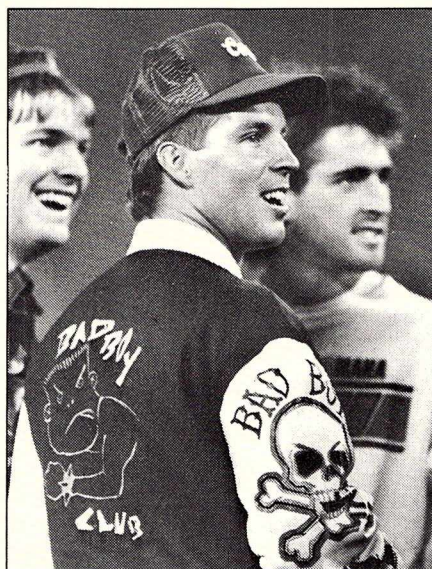
•**EVENT:** Pontiac Supercross

PLACE: Pontiac, Michigan

VENUE: The Silverdome Stadium

ATTENDANCE: 42,000 (Saturday),
27,000 (Sunday)

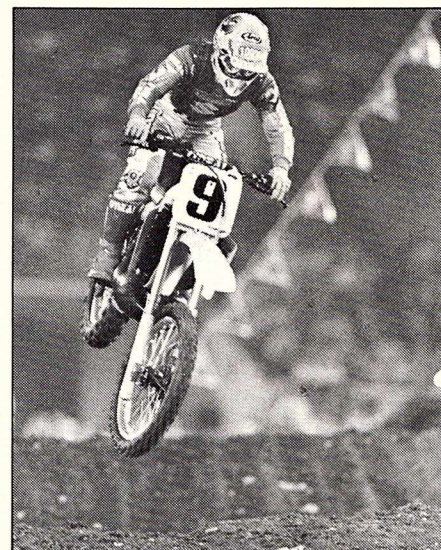
LAST YEAR'S WINNER: Jeff Ward
(Saturday), Ron Lechien (Sunday)•



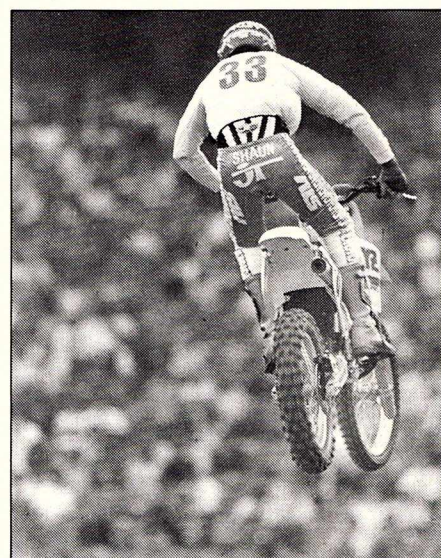
Bad boy smile: Rick Johnson was a happy boy after his weekend in the Motor City. Rick swept both nights' racing after rousing come-from-behind wins. When the chips are down (usually after Rick has gone down), the man from El Cajon has shown he can pull off the win.



PONTIAC EXPRESS



Pressured: Team Suzuki has had a strong showing in the top ten, but not in the top five. Eric Kehoe rode a torrid race on Sunday night to take home fourth. It was his as well as Suzuki's second fourth of the year.



Ouch: Lanky Arizonian Shaun Kalos has put in some stellar rides outdoors, but has been unable to transfer that success indoors. Shaun finished a respectable 11th on Saturday, but injured his knee prior to the Main on Sunday.

FOR THE RECORD

PONTIAC'S PAST WINNERS

YEAR	ROUND #1	ROUND #2
1976	Marty Smith	
1977	Bob Hannah	Bob Hannah
1978	Bob Hannah	Bob Hannah
1979	Bob Hannah	Bob Hannah
1980	Mike Bell	Kent Howerton
1981	Bob Hannah	Mark Barnett
1982	Donnie Hansen	Donnie Hansen
1983	Bob Hannah	Mark Barnett
1984	Bob Hannah	John O'Mara
1985	(no event)	(no event)
1986	David Bailey	David Bailey
1987	Jeff Ward	Ron Lechien

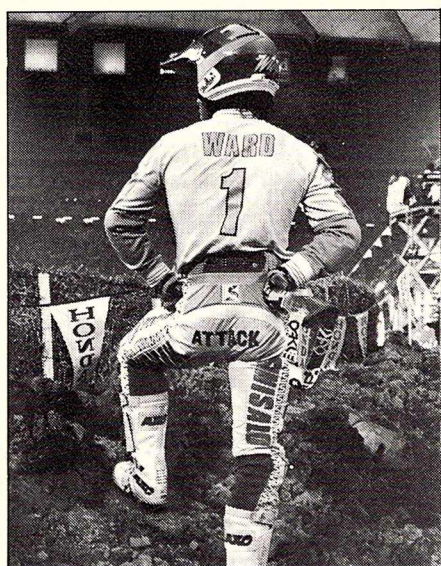
◀ **Ride for life:** Privateer Brian Manley has been putting in some hot rides in America's stadiums, hoping to garner a large chunk of Suzuki's contingency money. His rides have attracted a lot of attention, which he hopes will result in a factory Suzuki support ride in '89.

The Doctor: Doug Dubach and his Race Tech YZ250 are fast gaining a reputation for killer holeshots. Doug has used those holeshots to vault him into top finishes week in and week out. ▶





DALLAS EXPRESS



Shirt off my back: Prior to the start of festivities in the Lone Star state, Jeff Ward surveyed the Dallas course, looking for a way to beat nemesis Rick Johnson and keep the number one on his back.

◀ **He's consistent:** Since his win in Seattle, life has been essentially dull for Ron Lechien. Ron has placed third in all but one race since that time. Ron needs to win again and add a little excitement to his life.

RESULTS: DALLAS SUPERCROSS, ROUND SEVEN

- | | |
|-------------------|-----|
| 1. Rick Johnson | Hon |
| 2. Jeff Ward | Kaw |
| 3. Ron Lechien | Kaw |
| 4. Jeff Leisk | Hon |
| 5. George Holland | Hon |
| 6. Broc Glover | Yam |
| 7. Doug Dubach | Yam |
| 8. Mike Fisher | Kaw |
| 9. Jeff Stanton | Yam |
| 10. Johnny O'Mara | Suz |

• **EVENT:** Dallas Supercross

PLACE: Irving, Texas

VENUE: Texas Stadium

ATTENDANCE: 44,000

LAST YEAR'S WINNER: Rick Johnson •

TURN ON THE VCR

THE STARS' FAVORITE MOVIES

Rick Johnson: Rocky

Jeff Ward: Rambo

Broc Glover: 9½ Weeks

Jeff Leisk: Right Stuff

Ron Lechien: Bad Boys

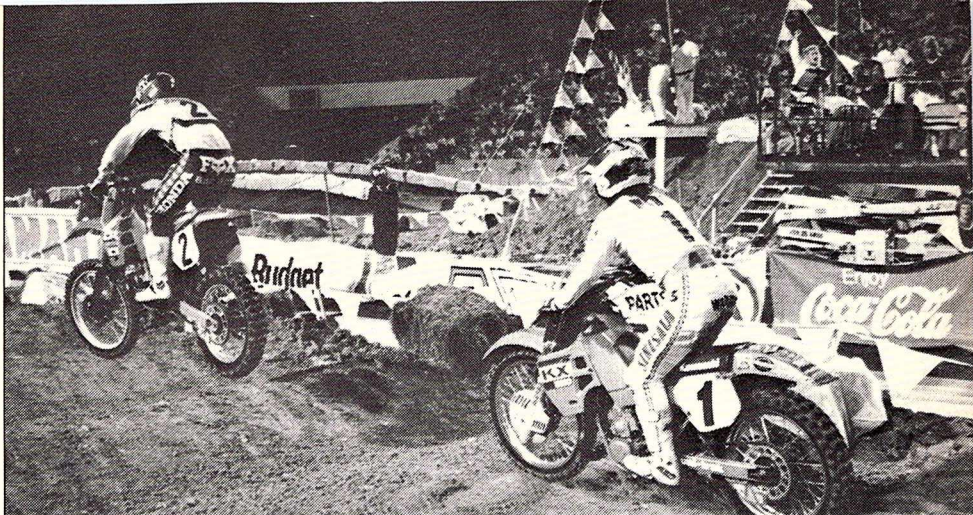
Mike Fisher: On Any Sunday

Brian Manley: Pee Wee's Big Adventure

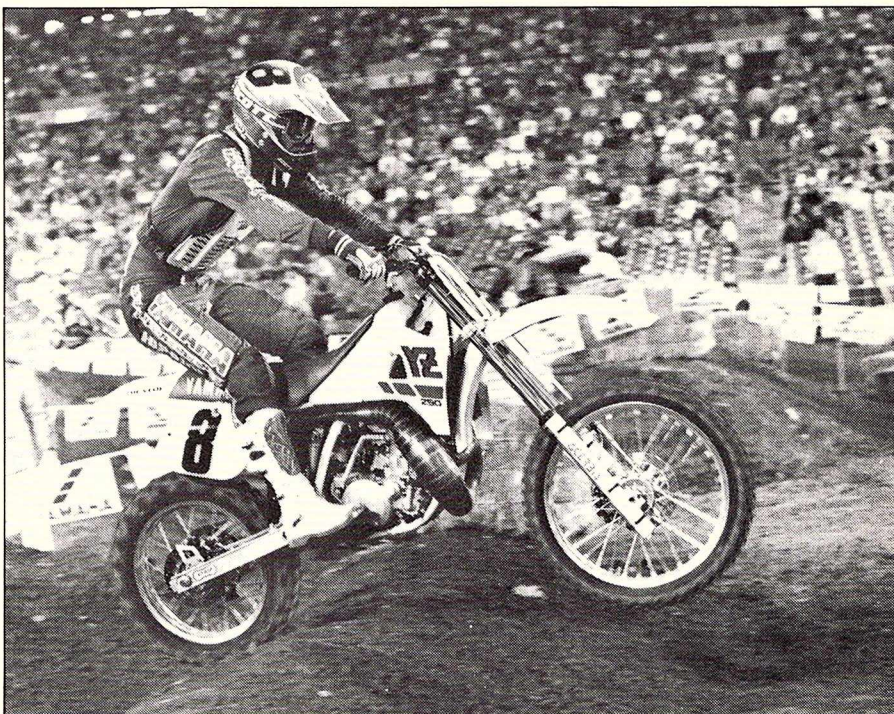
Larry Brooks: Young Frankenstein

Billy Frank: Police Academy

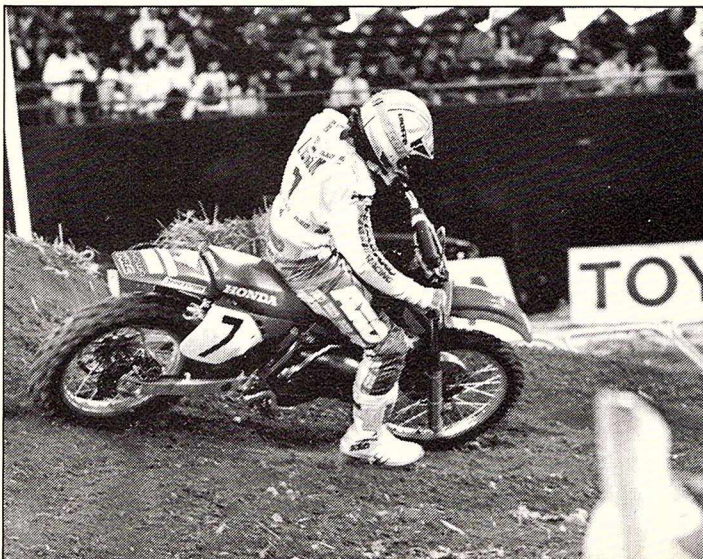
Jeff Matiasovich: Top Gun



Assume the position: Throughout the Supercross series Rick Johnson (2) and Jeff Ward have assumed these positions. Even though the results have been virtually the same from race to race, the end result was never a certainty. In Dallas, R.J. prevailed once again.



It takes rhythm: Still trying to get his timing and rhythm back after breaking his arm, Yamaha's Jeff Stanton has found the Supercrosses to be tough going. At Dallas, Jeff cracked the top ten for only the second time this season.



◀ **Up for grabs:** With Rick Johnson, Jeff Ward and Ron Lechien going for 1-2-3 in every race, the battle for the coveted fourth position has been heated. In Dallas, Jeff Leisk rode smooth and consistent to place behind the leading trio. Jeff's consistency has also left him tied for fifth in the Supercross standings.

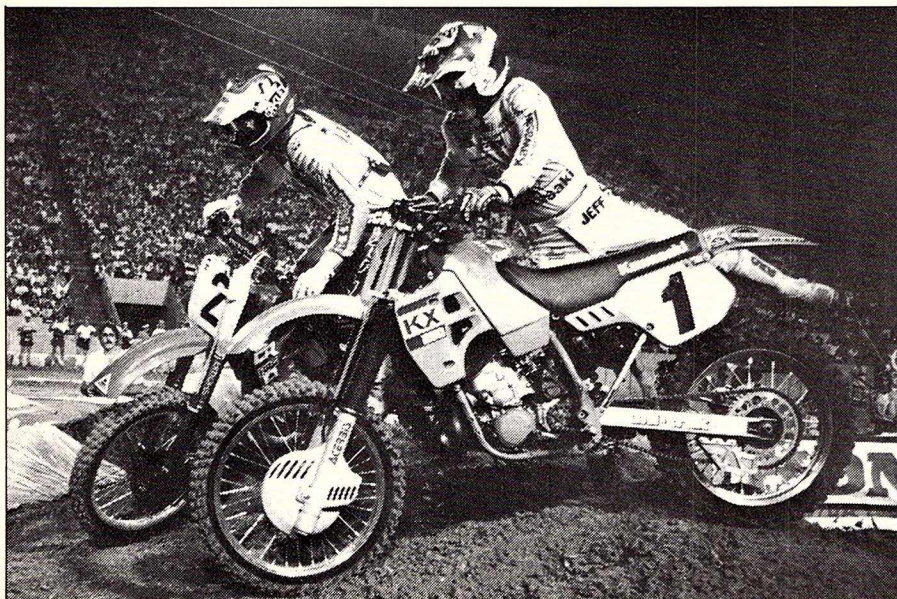
TAMPA EXPRESS



More fun and games: George Holland prepares to sample Florida terra firma after banging bars with Doug Dubach. George wound up the night in a distant and dismal 15th place, and Doug motored on to a more happy fifth at the checkered.



The black hole: The Tampa track will be remembered by riders for its tricky whoop section. Jeff Matiasovich (201) explores the depth of a whoop while Larry Brooks (14) and Doug Dubach (21) look on. Nearly all the riders in the Main Event crashed here, except Matiasovich, who learned his lesson in the Semi.



Mr. Flash: Even though Rick Johnson won yet another Supercross race in Tampa, it was anything but ho-hum. Rick kept the fans going berserk with his aerial antics. About the only flying trick Rick hasn't done is a barrel roll.

RESULTS: TAMPA SUPERCROSS, ROUND EIGHT

1. Rick Johnson	Hon
2. Jeff Ward	Kaw
3. Ron Lechien	Kaw
4. Jeff Matiasovich	Kaw
5. Doug Dubach	Yam
6. Jeff Leisk	Hon
7. Brian Manley	Suz
8. Johnny O'Mara	Suz
9. Ross Pederson	Suz
10. Fred Andrews	Suz

• **EVENT:** Tampa Supercross

PLACE: Tampa, Florida

VENUE: Tampa Stadium

ATTENDANCE: 47,000

LAST YEAR'S WINNER: Jeff Ward •

ONE FOR THE ROAD

HOT TUNES OF THE HOT RIDERS

Jeff Ward: Aerosmith/Permanent Vacation

Broc Glover: Midnight Oil/Diesel and Dust

Rick Johnson: Bruce Springsteen/Tunnel of Love

Jeff Stanton: Oak Ridge Boys/Heartbeat

Micky Dymond: Terrence Trent D'Arby/The World According to Terrence Trent D'Arby

Jeff Matiasovich: Social Distortion/Prison Bound

Johnny O'Mara: Led Zeppelin/Houses of the Holy

Billy Frank: Hank Williams Jr./Greatest Hits Vol. II

Ron Tichenor: Guns and Roses/Appetite for Destruction

Donny Schmit: White Snake/White Snake

◀ **Oops:** Jeff Ward took an early lead in the race, but relinquished it after a tumble in the treacherous Tampa whoops. For Jeff this has become an all too common occurrence. Jeff always seems to come up a lap or two short of victory.

Ted Domohowski

Ben Sanders

DONELSON CYCLES, INC.

3328 WOODSON RD.
ST. LOUIS, MO 63114
THE MOTORCYCLE PEOPLE.



TOLL FREE 1-800-325-4144

INFORMATION AND MISSOURI ORDERS: 314-427-5523

FAX 314-427-7642



WE ACCEPT
AMERICAN EXPRESS
DISCOVER
MASTER CARD
VISA

ORDERING INFORMATION
\$3.00 Shipping & Handling Charge Per Order
(48 Continental States). C.O.D. Charge \$2.20.
30-Day Exchange Policy.



PRICE LIST

SUPER AXO JERSEY	\$21.95
SUPER AXO PLUS JERSEY	31.95
#95 SERIES LOGO PANTS	89.95
#135 SERIES PANTS	109.95
#29 SERIES GLOVES	29.95
#40 SERIES GLOVES	36.95
SUPERBELT "2"	29.95
TURBO PLUS BOOTS	149.95
A.I.R. BOOTS	169.95



PACKAGE DEALS

Super AXO Jersey	\$44.95
#29 Series Gloves	
#95 Series Pants	\$109.95
Super AXO Jersey	
#95 Series Pants	\$139.95
#29 Gloves	
Super AXO Jersey	
#95 Series Pants	\$239.95
Turbo Plus Boots	



ULTRA-LITE JERSEY	\$17.95
BULLET JERSEY	27.95
ULTRA-LITE PANTS	79.95
BULLET PANTS	89.95
BULLET GLOVES	24.95
QUALIFIER GLOVES	19.95
PRO-LITE GLOVES	15.95
ENDURO JACKET	69.95
COOL-LITE BELT	24.95

TRAIL-LITE PACKAGE

Ultra-Lite Jersey	
Ultra-Lite Pants	\$169.95
Trail-Lite Boots	

BULLET PACKAGES

Bullet Jersey	\$129.95
Bullet Pants	
Bullet Gloves	
Bullet Jersey	\$239.95
Bullet Pants	
Bullet Boots	
Bullet Jersey	\$259.95
Bullet Pants	
Bullet Gloves	
Bullet Boots	



KIDS SIZES \$69.95 pr.
ADULT SIZES \$89.95 pr.

PRICE LIST

TROPHY-LINE JERSEY	\$14.95
SILVER-CUP JERSEY	\$18.95
TROPHY-LINE PANTS	\$49.95
SILVER-CUP PANTS	\$59.95

MR. MOTORCYCLE PACKAGE DEALS

MR #1	
TROPHY-LINE JERSEY	\$59.95
TROPHY-LINE PANTS	
MR #2	
TROPH-LINE JERSEY	\$99.95
TROPHY-LINE PANTS	
KIDS LEATHER BOOTS	
MR #3	
TROPHY-LINE JERSEY	\$139.95
TROPHY-LINE PANTS	
ADULT LEATHER BOOTS	
MR #4	
SILVER-CUP JERSEY	\$74.95
SILVER-CUP PANTS	
MR #5	
SILVER-CUP JERSEY	\$154.95
SILVER-CUP PANTS	
ADULT LEATHER BOOTS	

O'NEAL BOOT/GEAR BAGS

Trak Pak 13000 20 x 18 x 36	49.95
Trak Pak 6300 14 x 16 x 28	29.95
Trak Pak 4400 13 1/2 x 13 1/2 x 24	19.95
Belt Bag	12.95
Tool Pak	19.95



\$19.95



\$14.95

PRO-SPORT PANTS

\$69.95

PRO-SPORT GLOVES

\$19.95

Features wide elastic cuff to keep the dirt out, lowered polyurethane protection on top. Fully padded leather palm and reinforced thumb. Available in red or blue in adult sizes: 8, 9, 10, 11.

SPORT JERSEYS

\$14.95

50/50 cotton-polyester jerseys with knit collar and cuffs. Padded elbows and fore-arm. Available in Hon, Kaw, Suz, Yam, or USA logos. Extra long in back to stay tucked in. Adult sizes: S, M, L, XL.

PRO-SPORT PANTS

\$69.95

Antron nylon fabric construction and rugged features such as military specification thread, knitted stretch trim, full knee and shin guards, nylon zipper and adjustable belt. Available with Hon, Kaw, Suz, Yam or USA logos in adult sizes 28 thru 40.

PACKAGE DEALS

USA #1	
PRO-SPORT GLOVES	\$29.95
SPORT JERSEY	
USA #2	
SPORT JERSEY	\$79.95
PRO-SPORT PANTS	
USA #3	
PRO-SPORT GLOVES	\$99.95
SPORT JERSEY	
PRO-SPORT PANTS	

SINISALO Racing

SPORT JERSEY BOTH \$89.95
JET PANTS FOR

SPORT GLOVE \$19.95

YAMAHA PISTON KITS

Includes:

PISTON

RINGS

WRIST PIN

(2) CIRCLIPS

*IT & TT

Kits Available

*Prices vary with

year & model

1988	PRICE
YZ80	51.95
YZ125	37.95
YZ250	59.95
YZ490	68.95

YAMAHA ROD REBUILD KITS

Includes:

ROD

TOP BEARING

LOWER BEARING

WASHERS (If Needed)

*IT Kits Available

*Prices vary

according

to model

1988	PRICE
YZ80	58.95
YZ125	48.95
YZ250	53.95
YZ490	59.95

WE CARRY THE FULL LINE OF FACTORY YAMAHA PARTS.



LITTLE KIDS SIZES 2 to 12

RACE KITS

PANTS & JERSEY

Padded Knees & Elbows

in Team Names and Colors.

SZ: 2, 4, 6, 8, 10, 12

KIT \$44.95

NYLON TEAM

MX PANTS

SZ: 22 - 28

TEAM

JERSEY

SZ: 6 - 14

MX BOOTS

SZ: 1 - 6

KIDS PACKAGE DEAL #7

Pants & Jersey \$44.95

KIDS PACKAGE DEAL #8

Boots, Pants & Jersey \$99.95

KIDS CLOTHING

LEATHER MX BOOTS

SZ: 1 - 6

KIDS ROK JACKET

PRO-LITE GLOVES

SZ: 1 - 7

All For \$129.95

NYLON TEAM

MX PANTS

SZ: 22 - 28

TEAM

JERSEY

SZ: 6 - 14



#83s YOUTH	\$12.95
#83 ADULT	15.95
#87 OVER GLASSES LEXAN	19.95
#109 LEXAN LENS	18.95
#90 GRADIENT LEXAN	19.95
TEAR OFFS	4.50
ROLL OFFS	27.95
FACE MASKS	7.95



MAG 4 DT	\$119.95
MOTO 3 PRO	\$109.95
MOTO 4	\$149.95

BEFORE ORDERING, HAVE HEAD MEASUREMENT READY. MEASURE 1" ABOVE EYEBROWS AND AROUND THE LARGEST PORTION OF HEAD IN BACK. QUESTIONS? PLEASE CALL FOR INSTRUCTIONS.



Griffin HELMETS

D.O.T. APPROVED

GX707 \$49.50

Whit, Red, Blu, Yellow

Sizes: S, M, L, XL

* Visor Included

* Removable Liner



WHITE BLACK YELLOW RED GREEN

VT-1A \$89.95

VT-1A \$89.95

VX-3V 189.95

BOYESEN REEDS

Our Price

Can't Be Beat

HAND GUARDS ACERBIS

\$14.95 pr

OPTIONAL SPOILER \$7.95 Red, Blue, White

GOLDEN SPECTRO OIL

2 CYCLE (12 oz.)

GEAR OIL (Quart)

6 PACK CASE 24

18.95 64.45

6 PACK CASE 12

24.95 38.95

OIL-LUBE

6 PACK FULL CASE

MC1+12.3oz \$17.95 \$68.95/24ct

Chain Lube 18oz \$26.95 \$49.95/12ct

Gear Oil 32oz \$19.95 \$37.95/12ct

Fork Oil 16oz \$11.95 \$22.95/12ct

Air Filter Oil 16oz \$14.95 \$26.95/12ct

Degreaser 16oz \$19.95 \$38.95/12ct

CHENG-SHIN Metzeler

Copy Knobby

4.10x14 \$19.95

3.00x16 15.95

4.60x17 28.95

5.30x17 32.95

4.10x18 21.95

4.60x18 28.95

5.30x18 34.95

3.00x21 21.95

DUNLOP

K139 3.00x21 \$56.95

K490 300x12 20.95

K490 410x14 27.95

K490 120/80x18 39.95

K490 130/80x18 41.95

K490 140/80x18 44.95

K490 300x21 59.95

K595 100/100x18 49.95

K595 110/100x18 59.95

K595 120/100x18 59.95

K695 100/100x18 59.95

K695 110/100x18 64.95

K695 120/100x18 69.95

K990 100/100x18 59.95

K990 110/100x18 64.95

K990 120/100x18 69.95

METZELER

MX 500x17 \$79.95

MX 100/90x18 59.95

MX 450x18 59.95

MX 110/90x18 69.95

MX 150/80x18 77.95

MX 300x21 49.95

MX 325x21 56.95

MULTI X 450x17 64.95

MULTI X 410x18 59.95

MULTI X 450x18 69.95

PERF X st 460x18 59.95

PERF X ht 460x18 64.9

NEW YORK EXPRESS



That's better: After two knee surgeries during the off-season, many insiders claimed Johnny O'Mara's competitive days were over. Johnny has dispelled that claim by continually improving his results. In the Big Apple he out-dueled Jeff Matiasovich and Doug Dubach to finish fourth.



Low numbers: George Holland has become the new Supercross holedshot king. George gets great starts, but then has trouble holding on to them. In New York George held on tight and finished a close second to teammate Rick Johnson. It was only the second time he finished second in his Supercross career.

RESULTS: NEW YORK SUPERCROSS, ROUND 9

1. Rick Johnson Hon
2. George Holland Hon
3. Jeff Leisk Hon
4. Johnny O'Mara Suz
5. Jeff Matiasovich Kaw
6. Doug Dubach Yam
7. Erik Kehoe Suz
8. Mike Fisher Kaw
9. Jeff Stanton Yam
10. Broc Glover Yam

• **EVENT:** New York Supercross
PLACE: East Rutherford, New Jersey
VENUE: Giants Stadium
ATTENDANCE: 38,000
LAST YEAR'S WINNER: Rick Johnson •

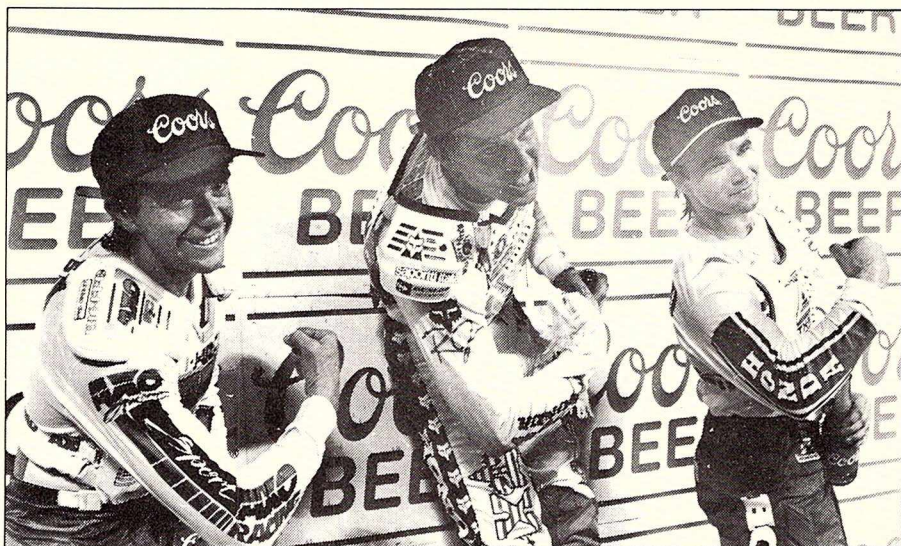
FAST FOOD

BREAKFAST OF THE STARS

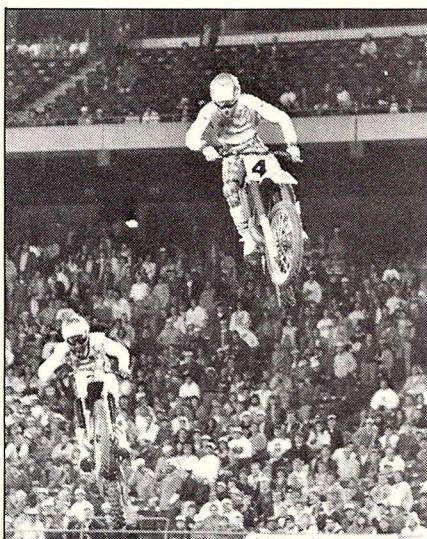
Rick Johnson: Yogurt and fruit
Jeff Ward: French toast, Pro Grain
Ron Lechien: French toast
Broc Glover: Oatmeal
Jeff Leisk: Total and fruit
Johnny O'Mara: Pro Grain
George Holland: Raisin Bran
Eric Kehoe: French toast
Brian Manley: Chicken Omelet



Rising star: Rookie sensation Jeff Matiasovich has proven he has what it takes to race with the top Supercross guns. Throughout the season Jeff has consistently placed in the top ten and at New York he garnered his second fifth of the year.



Bad boys three: With Jeff Ward injuring his ankle, the door was left wide open for some new faces to appear on the New York victory podium. Jeff Leisk, Rick Johnson and George Holland ham it up to celebrate Honda's first sweep since 1986.



Out front: Ron Lechien enjoyed leading the New York Supercross for a few short laps before having his front end wash out in a slick turn. Ron then stalled his bike in the following set of whoops, and took an eternity to restart. Ron finished the night out of the top ten.



I'm tired: Nebraska's Denny Stevenson made history by being the first rider to make the Main Event in both the 125 and 250 classes. Denny finished third in the tiddlers, won the 250 last chance, and historically made the 250 Main. It was a long night. □



EVERYTHING CHANGES

"If you're not changing, you're standing still..." Jeff Stanton, Team Yamaha

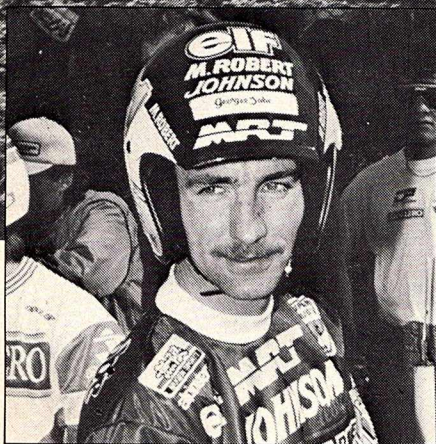
HiPoint

11249 Sunco Ave., Rancho Cordova, CA 95670
For your nearest dealer call 916-635-2141

GRAN PREMIO D'ITALIA

Last year an unknown, this year the future champ

By Luc Verbeke



Letdown: The opening 125 Grand Prix was a major letdown for Georges Jobe. A 12-9 day did very little to soothe the critics back home in Belgium who said he should have stayed in the 500 Class.

□ First-place Jean-Michel Bayle: "I knew I was going to do well today because I wanted to put things straight from the beginning. But to expect that things would turn out this good, I never dared to dream about."

Second-place Dave Strijbos: "I admit that Jean-Michel was the strongest rider today, but I had just gotten my new bike and I could hardly ride it. We had problems during practice because the front wheel kept sticking from mud jamming it. But a lost

First shot: When the gate dropped for the first 125 Grand Prix of 1988, Mike Healey (28), Alberto Barozzi (66) and Jean-Michel Bayle (3) got the jump on the pack at the Crossodromo Di Gioiella in Italy.

French shocker: The French have only won one World Championship in the history of the sport (Jacky Vimond in 1986), but teenager Jean-Michel Bayle's dominance in the mud of Italy has them clearing a spot on the mantel for another trophy. ►



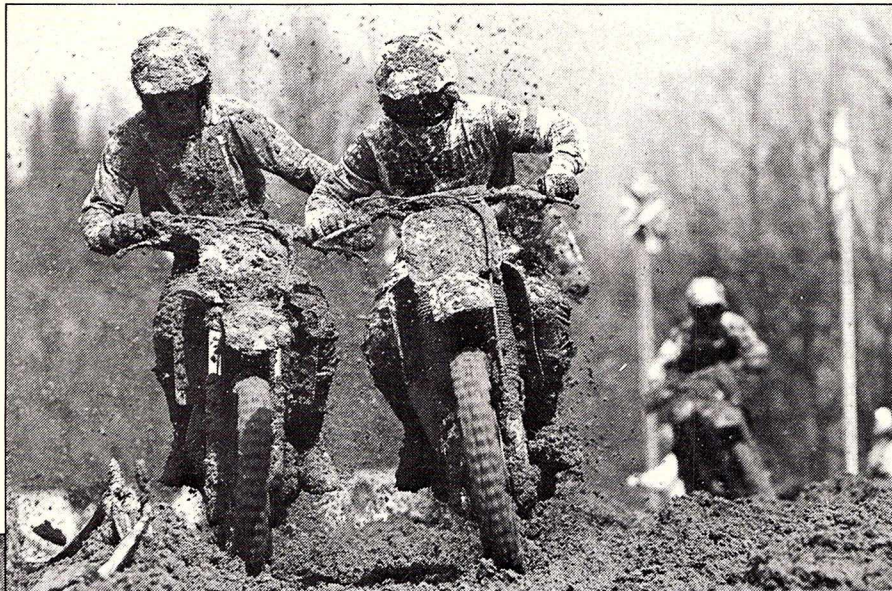
125 WORLD CHAMPIONSHIP, ROUND ONE

race isn't a lost Championship. I'm very confident for the future with the Belgian and Dutch sand tracks ahead."

Third-place Bobby Moore: "I still hate the mud, but I tried to avoid trouble and I found myself in second place in the World Championship points standings. I guess the KTM people will be happy with this result."

There were 67 riders entered in the Italian 125 GP from 15 different countries. Bayle was the only French rider in the top 20, Moore the only American, Jeff Nilsson

the only Swede and Peter Kovar the only Czech. There were five Belgians (Lejeune, Jobe, Vigelle, Godfroid and Bervoets), five Italians (Puzar, Maddii, Bartolini, Manzo and Barozzi), three Dutch (Strijbos, Tragter and Van Breugel) and three Finns (Kouki, Panttila and Hagstrom). Even more international were the bike marques. Eight different manufacturers in the top 20; seven Hondas, three KTMs, three Yamahas, three Kawasakis and one each for Benelli, TM, Cagiva and Suzuki.

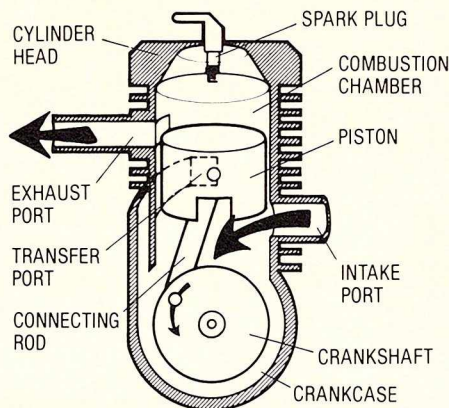


Like father, like son: Back in the '60s, Bill Nilsson was one of the all-powerful Swedish riders on the World Championship circuit. In the '80s, Bill's son, Jeff, is following in dad's footsteps. Jeff was fifth in the first moto.

◀ *Tapioca: Italian Corrado Maddii and Dutchman Eric Stuurman wished they were somewhere else. The muck ate everyone, except Bayle, as the Italian countryside turned into a sticky morass.*

Italian vista: With the farm fields and olive groves in the distance, Edwin Evertsen (47) and Massimo Contini (5) concentrate on maintaining their balance on the slick, wet clay hillside. Neither rider scored any GP points in Italy.

Tuning Tip by P.J. Harvey



THE TWO-STROKE ENGINE

The power center of your bike. Simpler and more powerful than 4-stroke engines, two-stroke engines require high-quality pre-mix oils for optimum performance and longer life.

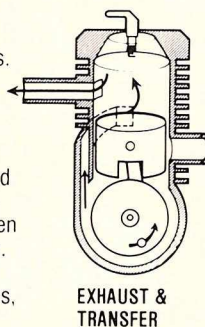
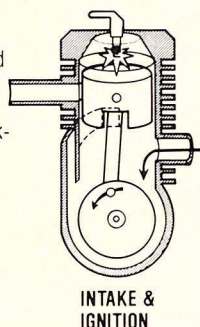
TWO-STROKE LUBRICATION

All two-stroke moving engine parts require constant lubrication to reduce friction and wear. Lubrication is accomplished by burning a mixture of two-stroke oil and fuel that is carried through the crankcase, lubricating the crankshaft, rod, pin and cylinder wall.

Without proper lubrication, engine wear and engine seizure are inevitable. Only PJ1 Goldfire Premix oils have been scientifically formulated from the ground up...for each RPM/application, to provide a superior protective lubrication barrier that won't burn or wear off when used according to manufacturer's specifications.

What to look for in a two-stroke pre-mix oil.

- Clean burning to avoid spark plug fouling and gummy engine deposits.
- High film strength to reduce friction and increase horsepower and engine life.
- Consistent viscosity and formulation for predictable performance... even with different gasolines.
- Formulation to fit different riding purposes, i.e., small engines like scooters require different lubrication than high RPM race engines.



PJ1 offers three different pre-mix oils to cover all two-stroke RPM/applications:

- Injection/Premix for general, all purpose uses such as scooters and other low RPM engines.
- Goldfire Premix for medium size engines, dirt bikes, ATV, motocross, and enduro riders.
- Goldfire Pro is the ultimate for high RPM motocross and road racing engines.

"One set of rings the entire enduro season with PJ1 Goldfire and Octane Plus. It's unbelievable!"

"No loss of power. No adverse wear. No ring changeouts. PJ1's Goldfire Premix, Octane Plus Gas Additive and I have been winners in the Rocky Mountain Enduro Circuit.

"I've been riding for over 30 years but PJ1 taught this old dog some new tricks. While my competitors, using other premixes had to change out rings every 24 hours, my PJ1 Goldfire and Octane Plus met every enduro challenge with maximum power and no breakdowns.

"I'm not a motorcycle tech, but one thing I know for sure...just the way PJ1's Chain Lube changed the way everyone felt about chain lubrication, PJ1 Goldfire Premix is going to revolutionize two-stroke lubrication."

Only PJ1 formulates three different premix oils. Injection Premix for low RPM, Goldfire Premix for ATV, dirt bikes and other medium size engines, Goldfire Pro for high performance motocross and road racing.

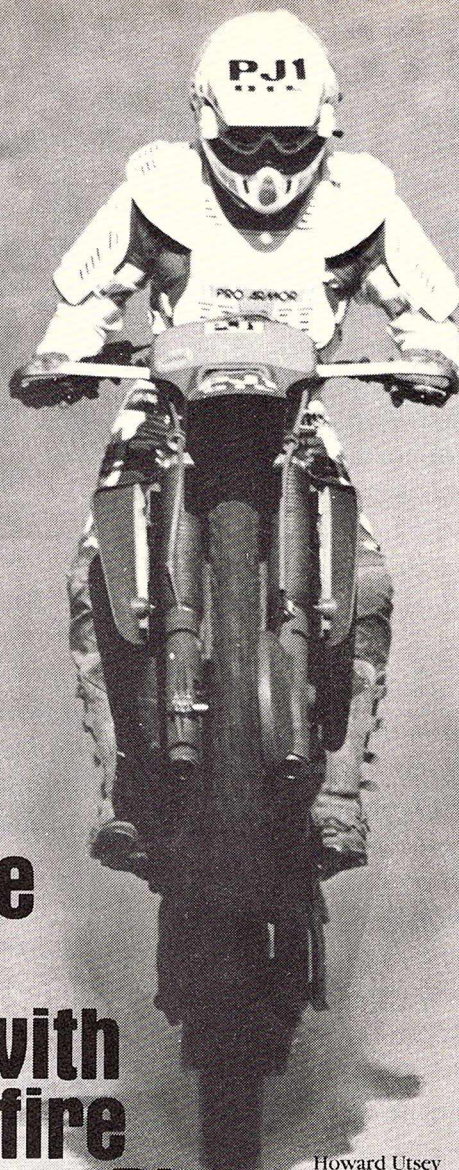
To order, contact PJ1 Corporation World Headquarters 8340 E. Raintree Drive Scottsdale, AZ USA 85260



Always insist on #1



Howard Utsey
1st place '85 and '86,
2nd place '87 Rocky Mt.
Enduro Circuit, Sr. A
Years riding: 33
Current motorcycle:
Honda CR250R



Suzuki. PARTS WAREHOUSE



From Midwest Action Cycle's gigantic inventory of genuine SUZUKI factory parts. "We've got them all" in stock ready to ship to you. No minimum purchases. We offer the lowest prices and the fastest service.

**ORDER
DIRECT
& SAVE!!**



CABLES

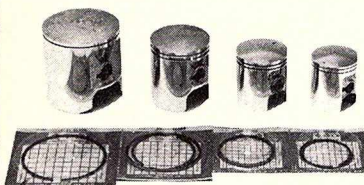
Replace your worn cables with GENUINE SUZUKI FACTORY cables. They fit each year and model exactly.

THROTTLE	
RM 80/125 (1975-88)	\$10.95
RM 100/250/370/400 (all yrs)	11.59
PE 175/250/400 (all yrs)	11.95

CLUTCH	
RM 80/100/125 (1975-85)	\$12.95
RM 80/125 (1986-88)	15.95
RM 250 (1976-81)	12.80
RM 250 (1982-86)	16.25
RM 250 (1987-88)	21.95
RM 370/400/465/500 (1976-84)	12.95
PE 175/250/400 (1976-84)	12.95

FRONT BRAKE	
RM 80/100 (all yrs)	\$10.60
RM 125/250/370/400 (all yrs)	12.95
PE 175/250/400 (all yrs)	12.95

REAR BRAKE	
RM 80/100/125 (1975-78)	\$12.95
RM 80/125/250/400 (1979-88)	7.95
RM 250/370/400 (1976-78)	14.95
PE 175/250/400 (all yrs)	12.95



PISTONS RINGS

GENUINE SUZUKI PISTONS	
RM 80 (all yrs)	\$23.95
RM 100/125 (1975-88)	31.95
RM 250 (1976-81)	39.95
RM 250 (1982-88)	36.75
RM 370/400/465/500 (all yrs)	45.90
PE 175/250/400 (all yrs)	39.95

GENUINE SUZUKI RINGS	
RM 80/100 (all yrs)	\$19.25
RM 125 (1975-86)	20.65
RM 125 (1987-88)	12.95
RM 250/370 (1976)	27.25
RM 250/400/465/500 (1977-88)	12.75
PE 175 (all yrs)	21.95
PE 250 (all yrs)	12.95
PE 400 (all yrs)	26.75

SALVAGE
USED DIRT BIKE PARTS
RM'S-PE'S
CALL FOR PRICES

FORK SEALS

GENUINE SUZUKI, designed to fit each year and model exactly. IMPROVED DESIGN.
RM'S AND PE'S (all yrs) . . . \$9.50 pr.
BEL-RAY FORK OIL . . . \$2.50

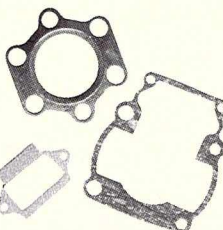
CRANK REBUILD KIT



Consists of GENUINE SUZUKI FACTORY parts. ROD, LOWER ROD BEARING, CRANK PIN AND TWO THRUST WASHERS.

RM 80/100 (1976-85)	\$49.75
RM 80 (1986-88)	52.95
RM 125 (1975-81)	49.95
RM 125 (1982-88)	65.40
RM 250/370/400 (1976-88)	82.95
PE 175 (all yrs)	59.25
PE 250/400 (all yrs)	78.95

TOP END GASKET KIT



HEAD, BASE & REED GASKET

RM 80/100 (all yrs)	\$ 7.95
RM 125/250/370/400 (1975-80)	7.95
RM 125/250 (1981-85)	11.25
RM 125/250 (1986-88)	12.95
RM 465-500 (all yrs)	13.75
PE 175-250/400 (all yrs)	8.95

SUZUKI PARTS

Transmission, electrical, seals, bearings, etc.
**ANY PART ON YOUR SUZUKI
MOTORCYCLE THAT YOU NEED...
"WE'VE GOT IT"**

TECHNICAL RACING SERVICES

SUZUKI'S TECHNOLOGY HAS PRODUCED MORE CHAMPIONS IN MOTO X THAN ANY OTHER FACTORY TEAM... MIDWEST ACTION CYCLE DEPENDS ON THEIR RACING "KNOW-HOW"... YOU MIGHT SAY WE GO "BY THE BOOK"...

SUZUKI'S BOOK!!

FACTORY PORTING: Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

ALL RM'S 1982-88 MODELS	\$120.00
ALL RM'S, PE'S (1975-81 MODELS)	75.00

POWER BORING: The most critical service performed by us is cylinder boring... we call our technique "POWER BORING" which is exactly what you get... MORE POWER...included is:

- special factory clearances,
- all ports chamfered as SUZUKI recommends,
- Exhaust bridge relieved to prevent seizure,
- special micro-honing for excellent ring seating.

ALL RM'S AND PE'S	\$35.00 + PARTS
-------------------	-----------------

CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS". There's more power here... when done our way...

ALL RM'S AND PE'S	\$35.00 + PARTS
-------------------	-----------------

PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON... ANY QUESTIONS? CALL US.

SWING ARM PIVOT SHAFT AND NUT KIT.



Consists of FACTORY pivot shaft and castle nut.

RM 80/100 (all yrs)	\$ 8.35
RM 125/250/370/400 (all yrs)	14.95
PE 175/250/400 (all yrs)	12.95

SWING ARM BEARING AND SPACER KIT

Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

RM 80/100 (1976-85)	\$23.85
RM 80 (1986-88)	30.75
RM 125 (1975-80)	22.95
RM 125 (1981-88)	29.95
RM 250/370/400 (1976-80)	39.95
RM 250 (1981-88)	34.95
PE 175 (1978-81)	23.95
PE 175 (1982-84)	30.45
PE 250/400 (all yrs)	37.95

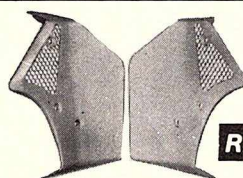


THROTTLE GRIP



GENUINE SUZUKI. Inside plastic assy. and grip. Complete throttle grip. assy.

RM 80/100/125 (all yrs)	\$13.95
RM 250/370/400/465/500 (all yrs)	13.95
PE 175/250/400 (all yrs)	13.95



RM 80 (all yrs)	\$ 9.75 ea.
RM 125 (1981-88)	12.95 ea.
RM 250 (1982-83)	15.25 ea.
RM 250 (1984-88)	12.75 ea.

indicate right or left

RADIATOR COVERS

OUR GRIPS

ORIGINAL. In our opinion, the best grips made. BLUE, BLACK, YELLOW RED

\$7.95 pr.



COMPLETE PISTON SET, PISTON, RINGS & CIRCLIP'S.

RM 80 (all yrs)	\$39.95
RM 100/125 (all yrs)	48.95
RM 250 (all yrs)	56.95
RM 370/400/465/500 (all yrs)	65.95
PE 175 (all yrs)	51.95
PE 250 (all yrs)	56.95

BOB HURRICANE HANNAH

"LIGHTNING BOLT" STICKERS. These ORIGINAL "LIGHTNING BOLT" stickers have ridden to more NATIONAL "WINS" than any other stickers in the history of MOTO-X. GUARANTEED to make you go faster

\$3.95 pr.

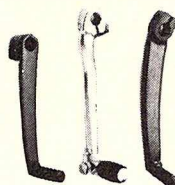


HANDLE BARS

RM'S AND PE'S (all yrs)

MAC "SUZUKI WORKS." Same as FACTORY RIDERS use. 4130 chromoly. GOLD, RED, YELLOW, BLUE.

\$26.95

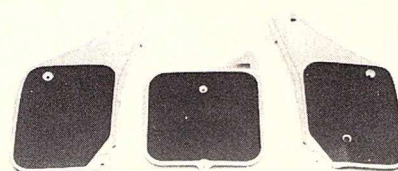


SHIFT LEVERS

GENUINE SUZUKI replacement levers.

RM 80 (all yrs)	\$13.95
RM 100/125 (1976-80)	15.35
RM 125 (1981-88)	23.25
RM 250/370/400 (1976-83)	14.85
RM 250 (1984-88)	23.25
PE 175/250/400 (all yrs)	14.85

NUMBER PLATES SIDE PANELS



ORIGINAL EQUIPMENT. Designed to fit each year and model. BOLTS RIGHT ON. GENUINE SUZUKI.

FRONT NUMBER PLATE

RM 80/100/125/250 (all yrs)	\$12.95
RM 370/400/465/500 (all yrs)	13.95
PE 175/250/400 (all yrs)	12.95

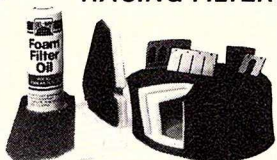
SIDE PANELS

RM 80 (all yrs)	\$19.95 ea.
RM 100/125/250/370/400 (1975-78)	19.95 ea.
RM 100/125/250/400/465 (1979-85)	24.30 ea.
RM 125/250 (1986-88)	20.95 ea.
PE 175/250/400 (all yrs)	21.95 ea.

Please indicate right or left panel

New

MAC's PHASE III RACING FILTERS.



NEW IMPROVED dual stage foam air RACING filters, specially designed for RM'S & PE'S.

- Hi air flow • Superior dirt stopping ability.
- Proven effective in NATIONAL & INTERNATIONAL MOTO-CROSS RACING.

MORE FLOW = MORE POWER

RM 80 (all yrs) (special cage) . . .	\$14.95
RM 100/125/250/370/400 (1978-80) . . .	12.95
RM 125/250/465/500 (1981-83) . . .	11.95
RM 125/250 (1984-88) . . .	14.95
PE 175/250/400 (all yrs) . . .	12.95
BEL-RAY FOAM AIR FILTER OIL . . .	2.95

BOYSEN DUAL STAGE RACING REEDS

BOLT ON HORSEPOWER

RM 80 (all yrs) . . .	\$10.95
RM 100/125 (1976-81) . . .	12.95
RM 125 (1982-83) & (1987-88) . . .	25.95
RM 125 (1984-86) . . .	12.95
RM 370/400 (all yrs) . . .	13.95
RM 250/465/500 (1981-88) . . .	29.95
PE 175/250/400 (all yrs) . . .	13.95

SEAT COVERS



MAC. SEAT COVERS

Finest quality, fits your RM exactly.
RM'S (all yrs) . . . \$18.95

MAC. SAFETY SEAT KIT

Consists of foam seat structure & seat cover.
RM 125/250/465/500 (1981-88) . . . \$39.95
Covers available in blue or black.

MAC TANK COVERS, pro-

protects your bike's good looks with a skin tight fit.
RM 80/125/250/465/500 (1981-86) . . . \$19.95



CRANK MAIN BEARING AND SEAL KIT



GENUINE SUZUKI FACTORY PARTS
Consists of two Suzuki's NEW IMPROVED main bearings, two crankseals and "O" ring when indicated

RM 80 (all yrs) . . .	\$29.50
RM 100/125/250 (all yrs) . . .	34.25
RM 370/400/465 (all yrs) . . .	42.95
PE 175/250 (all yrs) . . .	34.25
PE 400 (all yrs) . . .	42.95

CYLINDERS GENUINE SUZUKI

RM 80 (1976-87) . . .	\$131.40
RM 100 (all yrs) . . .	152.10
RM 125 (1975-80) . . .	182.75
RM 125 (1981-86) . . .	150.10
RM 125 (1987) . . .	173.95
RM 250 (1976-81) . . .	209.75
RM 250 (1982-87) . . .	182.65
RM 465/500 (1981-84) . . .	245.95
PE 175 (all yrs) . . .	192.50
PE 250/400 (all yrs) . . .	239.95

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your cycle.

RM 80/100 (1976-82) . . .	\$13.95
RM 80 (1983-88) . . .	17.95
RM 125 (1975-80) . . .	14.85
RM 125 (1981-85) . . .	19.35
RM 125 (1986) . . .	23.95
RM 125 (1987-88) . . .	29.95
RM 250/370/400 (1976-85) . . .	17.45
RM 250 (1986-88) . . .	25.70
PE 175/250 (all yrs) . . .	17.95
PE 400 (all yrs) . . .	19.95

CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

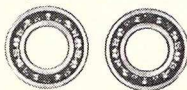
RM SERIES (1975-81) TWIN SHOCK	\$13.95
RM SERIES (1981-84) RM 125 thru RM 500 SINGLE SHOCK	\$13.95
PE 175/250/400 (1977-80)	13.95

KICK START LEVERS GENUINE SUZUKI

RM 80 (all yrs) . . .	\$23.50
RM 100/125 (all yrs) . . .	39.95
RM 250/370/400 (all yrs) . . .	41.95
PE 175/250/400 (all yrs) . . .	41.95

WHEEL BEARING KIT

The best FACTORY bearings you can buy.



FRONT	
RM 80/100 (1976-83) . . .	\$11.65 pr.
RM 80 (1984-88) . . .	16.70 pr.
RM 125/250/370/400 (1975-83) . . .	14.95 pr.
RM 125/250 (1984) . . .	20.25 pr.
RM 125/250 (1985-88) . . .	14.95 pr.
PE 175/250/400 (all yrs) . . .	14.95 pr.

REAR	
RM 80/100 (all yrs) . . .	\$15.80 pr.
RM 125 (all yrs) . . .	14.95 pr.
RM 250/370/400 (1976-78) . . .	20.25 pr.
RM 250/400 (1979-83) . . .	14.95 pr.
RM 250 (1984-88) . . .	19.95 pr.
PE 175 (all yrs) . . .	16.95 pr.
PE 250/400 (all yrs) . . .	19.95 pr.

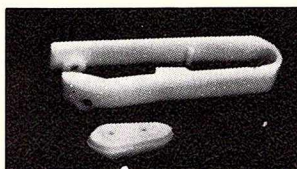
STATOR PLATE ASSEMBLY

GENUINE SUZUKI FACTORY ASSY.

RM 80 (all yrs) . . .	\$ 82.95
RM 100 (all yrs) . . .	113.70
RM 125/370/400 (1976-78) . . .	127.25
RM 125 (1979-88) . . .	99.95
RM 250 (1976-81) . . .	94.35
RM 250 (1982-86) . . .	88.70
RM 250 (1987-88) . . .	105.95
PE 175/250/400 (all yrs) . . .	94.35



CHAIN BUFFER SET

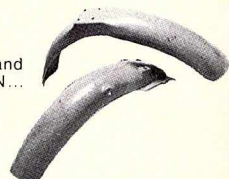


Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on year and model.

RM 80 (all yrs) . . .	\$13.95
RM 100 (all yrs) . . .	19.50
RM 125/250/370/400 (1976-79) . . .	11.95
RM 125/250/400 (1980-88) . . .	19.50
PE 175/250/400 (all yrs) . . .	18.85

FENDERS

ORIGINAL...STOCK. Fit perfectly for each year and model. NO DRILLING HOLES. BOLTS RIGHT ON... TEAM SUZUKI COLOR.



FRONT	
RM 80 (1979-88) . . .	\$29.95
RM 100/125/250 (1976-79) . . .	41.59
RM 100/125/250 (1980-88) . . .	37.75
RM 370/400 (all yrs) . . .	41.59
PE 175/250/400 (all yrs) . . .	41.59

REAR	
RM 80 (1980-88) . . .	\$26.50
RM 125/250 (1981-88) . . .	33.50
RM 100/370/400 (all yrs) . . .	45.10
RM 465/500 (1981-84) . . .	33.50
PE 175/250/400 (1981-84) . . .	40.60

BRAKE SHOES



GENUINE SUZUKI...same as used by the FACTORY TEAM. You can't buy any better.

FRONT	
RM 80/100 (1976/85) . . .	\$10.25 pr.
RM 125 (1975-84) . . .	12.75 pr.
RM 250 (1976-82) . . .	15.70 pr.
RM 250 (1983-84) . . .	12.75 pr.
RM 370/400 (1976-78) . . .	12.75 pr.
RM 400/465/500 (1979-84) . . .	15.50 pr.
PE 175/250/400 (all yrs) . . .	15.50 pr.

REAR	
RM 80 (all yrs) . . .	10.75 pr.
RM 100/125 (all yrs) . . .	12.80 pr.
RM 250 (1976-80) . . .	15.55 pr.
RM 250/465/500 (1981-86) . . .	12.80 pr.
RM 370/400 (1976-80) . . .	17.25 pr.
PE 175/250/400 (all yrs) . . .	15.55 pr.

SUZUKI CLUTCH PLATES



FIBER DRIVE PLATES	
RM 80/100/125 (all yrs) . . .	\$5.95 ea.
RM 250/370/400/465/500 (all yrs) . . .	7.90 ea.
PE 175/250/400 (all yrs) . . .	7.90 ea.

STEEL DRIVEN PLATES
Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. Gain MORE POWER. They grab harder and last much longer. The way to go for AGGRESSIVE RIDERS.
RM 100/125 (all yrs) . . . \$5.95 ea.

SPROCKETS...CHAIN



BLACK LIGHTNING

RACING SPROCKETS

REVOLUTIONARY (NEW) engineering development from MAC. Sprockets for serious off road competition.

COUNTERSHAFT. Made from top grade steel, case hardened, over 60 Rockwell.

RM 80/100/125/250 (all yrs) . . .	\$ 9.95
RM 370/400/465/500 (all yrs) . . .	10.95
PE 175/250/400 (all yrs) . . .	11.95

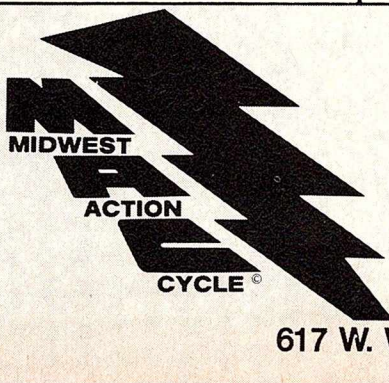
REAR
BLACK LIGHTNING:
ORIGINAL. Hardened alloy, light wt., bullet proof, wears twice as long as any sprocket on the market today.
RM 80 (all yrs) . . . \$29.95
RM 100/125/250 (all yrs) . . . 32.95
RM 370/400/465/500 (all yrs) . . . 35.95
PE 175/250/400 (all yrs) . . . 33.95

BLACK LIGHTNING: "NEW GROOVE", WORLD'S BEST GROOVED "SELF CLEANING" REAR SPROCKET.

You've seen the rest, now try the BEST • exceptional strength • grooved to shed mud • hardened alloy • light wt. longer lasting.
RM 80 (1981-88) . . . \$32.95
RM 125/250 (1980-88) . . . 35.95

CHAIN
D.I.D. HI-SPEED CHAIN. Pre-stressed, special heat treated for hardness.

THE WINNERS CHOICE
RM 80 (all yrs) . . . \$22.95
RM 100/125 (1975-79) . . . 26.95
DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best.
RM 125/250 (1980-88) . . . \$35.95
RM 370/400/465/500 (all yrs) . . . 36.95
PE 175/250/400 (all yrs) . . . 35.95



TO ORDER CALL TOLL FREE

1-800-323-0078

We Ship UPS, COD, VISA, MC, AM. EX.

ILLINOIS CALL 1-312-894-4661

• Hours Mon. to Fri. 9-7 • Sat 9-3 CST
• 1st and 2nd Day Air Available

617 W. WISE RD., SCHAUMBURG, IL 60193

EXPAND YOUR BAND.

You're a competitive racer and you demand the most out of your machine. Your skills require power delivery at the precise moment to pull you through a section faster than your opponent. You need every power advantage. You need advanced engine performance from PSI.

DESIGN, TRUE TO YOUR POWERBAND

PSI pipes are designed and built to boost the overall powerband of your motor without compromise. Unlike other pipes available today, PSI pipes offer enhanced performance throughout the rpm range without sacrifice to other areas. That's our performance advantage!

ADD SOME SERIOUS SMOKE

Along with advanced power pipes, PSI offers the serious minded racer complete engine performance, designed in our modern research and development shop. Order our 12 page catalog for complete details on our pipes and performance kits for all 60-500cc Bikes & ATVs.



PSI, INCORPORATED RT2, Box 309, Wild Rose, WI 54984
SAME DAY UPS • DEALERS WELCOME • (414) 787-2430



Winners and losers: Bobby Moore (right) holds the giant trophy he earned with his strong 2-4 day, while he consoles former NMA minicycle competitor Mike Healey, whose bike seized in the muck. Moore's ride vaulted him into a contender position for the title. □

125 WORLD CHAMPIONSHIP RESULTS: ITALY

1. Jean-Michel Bayle (Hon) 1-1
2. Dave Strijbos (Cag) 4-2
3. Bobby Moore (KTM) 2-4
4. Alain Lejeune (Hon) 7-6
5. Mika Kouki (Yam) 3-15
6. Alessandro Puzar (KTM) D-3
7. Corrado Maddii (Hon) 6-14
8. Arto Pantilla (KTM) 15-5
9. Peter Kovar (Kaw) 10-11
10. Georges Jobe (Hon) 12-9

IT'S ALL IN DeGRIP.

How we achieved a blister free grip.

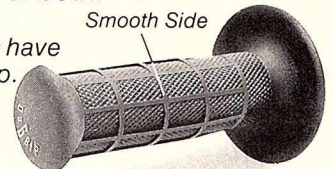
The two key elements that cause blistering are design and rubber compound.

The DeGrip has the best of both.

Design:

- Smooth upper side, most grips have blister producing ribs on the top.
- Ribs on the bottom for traction, with a near smooth upper for the palms of your hands.

Smooth Side



Rubber Compound:

- A New exclusive Sunline compound is softer yet 20% tougher.
- Does not transmit engine vibrations.

Proof:

Cross Country racing such as Baja is a true test of a grips' performance. Right now Dan Smith is the man to beat, he knows DeGrip is tough enough to conquer Baja yet soft enough to get through it without blisters.

Like we said, it's all in DeGrip.

Sunline Inc.
TackiGrip
THE GRIP THAT GRIPS YOU!

DeGrip \$5.95 MX and Original Tacki-Grips \$5.95
To order contact Sunline Inc. 7045 Darby Ave., Reseda, CA 91335 (818) 705-6520



Mark



Debbie



Laurie



Michelle

FRIENDLY SERVICE



CALL 24 HRS/DAY 7 DAYS/WK

FREE! CATALOG

300 PAGES

5,000 ITEMS

BIGGEST HELMET STOCK IN USA



BIG FFC

NOLAN
HELMETS

Griffin



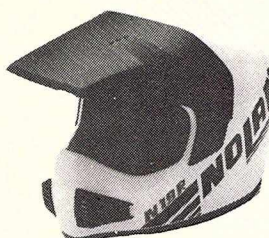
FROM
\$99.50



MOTO 3
\$109.50



FROM
\$49.50



N19R
\$69.50



FROM
\$49.50

KERKER

**VANCE
HINES**

Jardine

GEMINI
HEADERS

RPS
RICHTER PERFORMANCE SYSTEMS

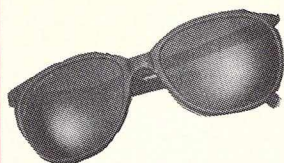
YOSHIMURA

SUPERTRAPP

FREE FREIGHT

NOW AVAILABLE! SUNGLASSES

OKLEY



SCOTT



Prices Start As Low As \$21.95

CHENG SHIN

(Metzeler Copy)

Prices Starting As Low As

\$17.75

EACH

ALL SIZES AVAILABLE



C755

METZELER

IRC

CHENG SHIN

DUNLOP

Conti

MICHELIN

YOKOHAMA

BRIDGESTONE

DISCOVER

MasterCard

VISA

COD
OK

It's Easy ... call FREE for catalog or prices on any parts or accessories. We gladly ship C.O.D. with no deposit. You don't pay 'til you have parts in hand!

CALL 24 HRS/DAY

7 DAYS/WK

800-328-9280

DENNIS KIRK.

How to make the Top Half of your body a Top Priority.

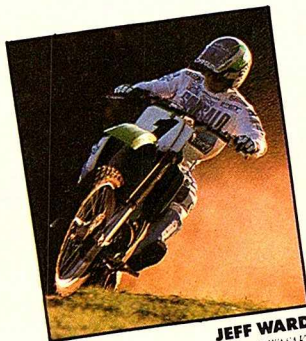
If you've been smart enough to outfit yourself with a pair of Sinisalo pants, then it's time you paid attention to your upper body as well. And what better way than with a matching, high-quality Sinisalo racing jersey.

They're made with the same patented* cuff and collar technology as the finest jerseys in the world. With terry on the inside for absorbing sweat, and nylon the outside for a snug fit wash after wash.

The 50/50 poly/cotton fabric is identical to that used in high fashion sports apparel. Or, if you prefer, choose our cool vented mesh style for hot weather riding. Either way, the colorful Sinisalo graphics won't crack, peel, or fade, thanks to our permanent heat-seal transfers. So you'll have a jersey that looks every bit as good as it feels.

But what if you don't already have a pair of Sinisalo pants to go with your sparkling new Sinisalo jersey?

Guess you'll just have to start out at the top.



JEFF WARD
TEAM KIRWAN

\$16.95 **\$27.50** **\$27.50**

100% COTTON

50/50

VENTED

U.S. Patent No. 4,603,440 for terry inner/nylon outer cuffs and collars.



BLUE/BLUE

BLUE/GREEN

RED/RED

RED/BLUE

BLUE/YELLOW

PERSONALIZE YOUR JERSEY.



To order call Toll Free 1 (800) 426-0213

We offer Next-Day Air and
2nd-Day Air shipping on all orders!

NUMBERS: Limit 3 LETTERS: Limit 10 LOGOS: Limit 4

Sinisalo® USA.

24950 Anza Drive,
Valencia, CA, 91355
(805) 257-3386



Get high quality protection without paying a high Price.

Not that we'd recommend it, but if you wore absolutely nothing on a typical day of riding, the area from your waist down would take more abuse than anywhere else. So what's the point?

Even if you don't have a lot of money to spend on riding apparel, owning a pair of Sinisalo Jet Pants is one of the most sensible protection investments you can make.

Jet Pants feature durable, heavy-duty nylon construction throughout. Our wide-band elastic in the waist, seat and sides is strategically placed to ensure a smooth, comfortable fit both front and rear. We've included injection-molded plastic lettering, a feature found on more expensive pants. And a pair of tough, synthetic kneepads prevent chafing and abrasion, while injection-molded knee cups guard against impacts, rocks and debris.



JEFF WARD
SUPERCROSS CHAMPION

So, just how much will this sensible protection investment set you back? One look at the price tells you Jet Pants care for more than just your body.

They're also great at protecting your wallet.



\$89.00
WITHOUT KNEE CUPS

\$95.00
WITH KNEE CUPS



WHITE

RED

NAVY

BLUE



Adult Sizes—28-38

**MADE IN
FINLAND**

To order call Toll Free 1 (800) 426-0213

We offer Next-Day Air and
2nd-Day Air shipping on all orders!

Sinisalo® USA.
24950 Anza Drive,
Valencia, CA, 91355
(805) 257-3386

SINISALO®



250 WORLD CHAMPIONSHIP, ROUND ONE



GRAND PRIX DE FRANCE

A name out of the past comes out ahead

By Luc Verbeke

□ Jem Whatley, riding for the British based Heron Suzuki team, won the first 250 Grand Prix of the year in a surprising finish. Whatley was once a factory Suzuki rider, but had been relegated to a forgotten-man status in the last few years. "I expected to finish in the top five, but winning the GP was a real surprise for me. People kept asking me where I'd been hanging out. Some even asked who that number 99 guy was.

◀ **Euro flavor:** When the sun shines in Europe there is nothing that can compete with the color and grandeur of a Grand Prix race track. Thousands of fans and thousands of banners line the course to give it all the pomp and circumstance that American racing lacks.

Well, I think that now they know."

Inconsistency was the highlight of the day. Guiseppe Andreani, the 32 year-old, wild riding, Italian veteran won the second moto, but was not in contention to beat Whatley's 1-4 score because of a first moto DNF. The Cagivas of Pekka Vehkonnen, Gert Jan Van Doorn and Jorgen Nilsson left the track littered with Italian motorcycle parts when Van Doorn's engine blew, Vehkonnen's fender broke off and Nilsson went 12-6 for the day.

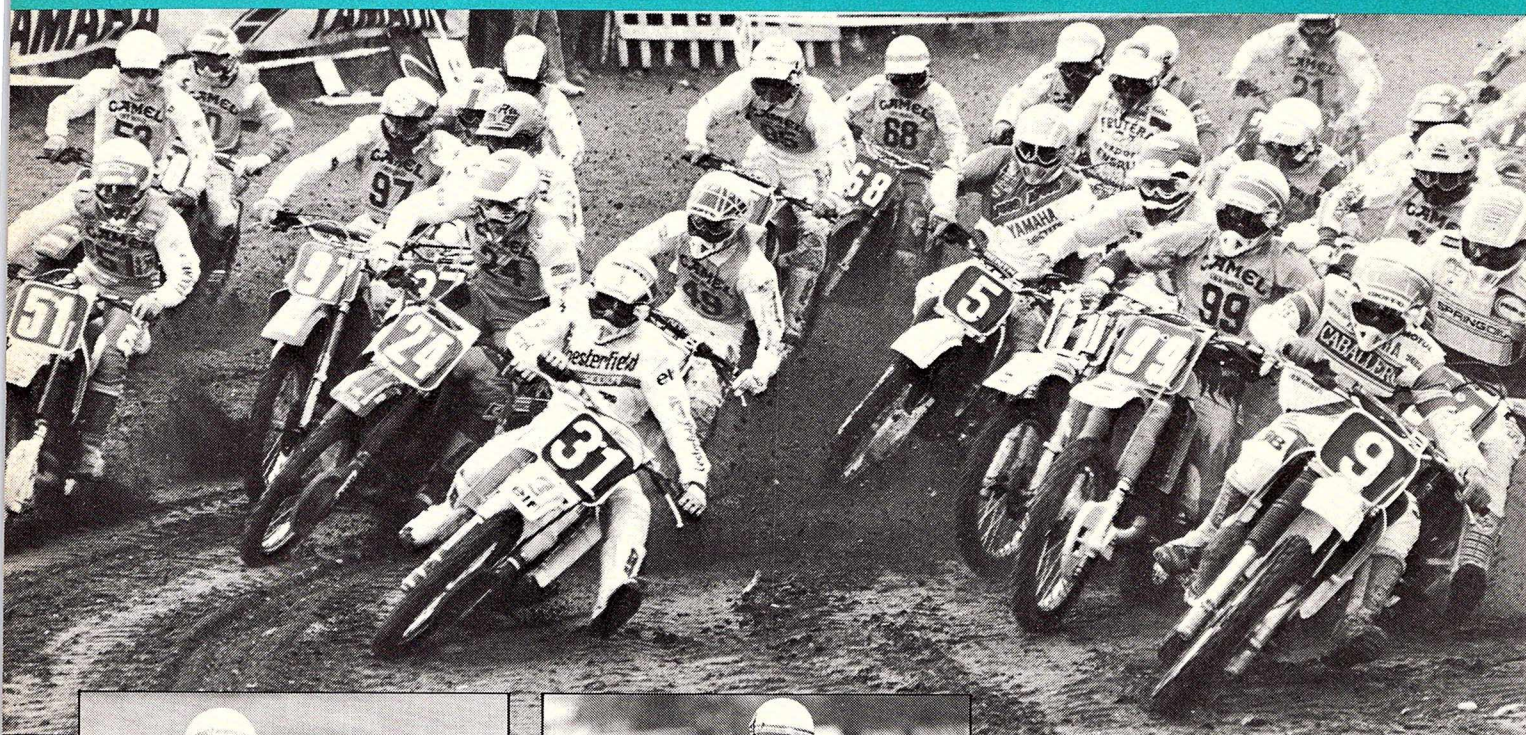
American Rodney Smith, who is totally unknown in America (because he moved to Brazil before getting much above the promising privateer status in the U.S. Nationals), signed on with the factory-backed

Salindres circuit: European tracks are like road race courses compared to American circuits. And the French and Italian tracks are faster than the remainder of the Euro countries. There is nothing to compare to a fifth gear launch into French air space.

Chesterfield cigarette's Suzuki team for 1988. Smith knocked himself silly in the first moto and had to convince the Red Cross volunteers not to take him away. Luckily, they listened and he came back to finish second in the second moto. Pretty good for a rider who's highest ranking in the United States was National number 34.

John Van De Berk, the 1987, 125 World Champion, finished second overall with consistent 3-3 scores. "This is my fifth year

250 WORLD CHAMPIONSHIP, ROUND ONE



Forgotten man: Jeremy Whatley was once considered a World Championship threat, but since the early '80s his star has sunk. Winning the French 250 Grand Prix put the Brit into the limelight. Will it last this time?

of racing GP's. I'm not disappointed in my results. I'm still riding my 250 like a 125. I'm a lot more relaxed in the 250 Class. That's probably because Dave Strijbos stayed in the 125 Class. I was always racing against him. It became an obsession. That's all over now."

Ricky Ryan failed to qualify for the French 250 Grand Prix when he got caught in his qualifying session out in a rain storm. "I was in Group B. The first couple of laps I just wanted to look for lines, and just at the moment when I was going to go for a fast lap time, the rain started to fall. The track became a mess, instantly. That won't ever happen to me again. Next time, I go



Who will win? If you had to bet on a rider to win the 1988 250 World Championship, your money would be safest on John Van den Berk (9). The 1987 125 World Champion moved to the 250 Class and has shown solid maturity and good speed.

flat out from the first minute of timed practice."

Frenchman Yannick Kervella, joined Whatley and Van De Berk on the victory podium with a 2-7 day that notched him third overall. Kervella is a local French hero who races for Pro Circuit. His second fastest time in qualifying should have had more people expecting good things out of the French Honda rider.

Bob Hannah was entered, but didn't show up. Now the European fans get the same chance to not see Hannah that the American fans have. Other important none qualifiers included Trampas Parker (USA), Pavel Kunc (Czechoslovakia), Michele Fanton (Italy), Leif Niklasson (Sweden), Johnny Verwijst (Holland) and Marc Velkeneers (Belgium). □

Dark horse: Rodney Smith (31) has been toiling away in South America for the last three years. The American rider just might upset the 250 Grand Prix apple cart on his Chesterfield Cigarette-sponsored Suzuki.



Old timer: Giuseppe Andreani (42) may be the veteran rider of the Italian motocross circuit, but he waxed the pack in the second moto. The rocky track accounts for the handguards and elbow pads.

250 WORLD CHAMPIONSHIP RESULTS: FRANCE

1. Jermeý Whatley (Suz) 1-4
2. John Van de Berk (Yam) 3-3
3. Yannick Kervella (Hon) 2-7
4. Guiseppe Andreani (Hon) D-1
5. Soren Mortenson (Kaw) 5-10
6. Rodney Smith (Suz) D-2
7. Peter Johanssen (Yam) 7-7
8. Jorgen Nilsson (Cag) 12-6
9. Peter Dirxx (Hon) 4-18
10. Gert Jan van Doorn (Cag) D-5

WOULD THESE GUYS KID YOU FOR 39 YEARS?



Not on their life! When it comes to protection, there's no kidding around. That's why Broc Glover, Ron Lechien and Marty Smith have ridden with JT riding gear for 39 combined and uninterrupted years! Awesome Confidence.

"We're winners. And we take the chances to be where we wanna be. Out front. So we ride smart. We ride JT. ALWAYS HAVE."

JT riding gear is THE BEST quality gear, from head to toe, in the world.

First in protection, first in style and first to the finish line.

JT American Originals. Don't settle for less than JT Racing.

JT DymondBack™ Pants \$99.00; JT Classics™ Pants \$119.00; Pro-Tour™ Jerseys \$35.95; JT Flexon™ Gloves \$36.95; V-500™ \$52.95; JT Boots \$199.00. Contact your local JT Dealer for more information or call JT Racing at (619) 421-2660. MasterCard, Visa, American Express and Discover cards accepted.

For Your New '88 JT Racing Catalog send \$3.00 For Postage & Handling To:
JT RACING '88 CATALOG
515 Otay Valley Road
Chula Vista, CA 92011.



©JT Racing USA 1988

PETER DIRKX

In the footsteps of Joel Robert, Roger DeCoster, Harry Everts, Eric Geboers, Gaston Rahier and Andre Malherbe

By Luc Verbeke

□ The low point in Peter Dirkx's life was when the Belgian team announced its rider selection for the 1987 Motocross des Nations team. Since Eric Geboers and Georges Jobe were the current 250 and 500 World Champions their selection was automatic, but who would be picked to ride the 125 Class at Unadilla? Peter Dirkx believed that he would be chosen. After all, he was Belgium's best 125 Grand Prix rider, Belgian National number three and the only nominated rider with current 125 experience.

But when the Belgian team lined up on that muddy day in New York, Marc Velkeners was astride the 125, while Peter Dirkx was at home watching the race on television. It was a bitter blow to have a veteran rider, and one with results only half as good as his, chosen instead of him. Peter didn't sit around and mope, he immediately set out to prove his detractors wrong. He shut the critics up by winning the Coupe de l'Avenir (the World Championship for riders under 21), finished third in the Master of Motocross series (behind Eric Geboers and Rick Johnson) and won a heat race at the prestigious Paris Supercross. For Peter Dirkx it was a small degree of revenge, and the start of what the Belgian fans hope will be the beginnings of a future dynasty for the once dominant Belgian racers.

MXA: Your critics say you'll never make it to the top, that you aren't and will never be the next Eric Geboers. What do you say?

Peter: You can't compare me or any other rider to Eric Geboers. Eric has three World Championship titles and almost 700 racing victories. I've learned a lot in the last couple of years, but I still have a long way to go. I think I've proved that I have the potential to beat the best riders in the world in the big international races and GPs. It's always difficult to satisfy the critics of such a hardcore motocross country as Belgium. We have had so many World Champions over the last three decades that they expect a lot. If you look at my GP results I agree that they are rather poor, but I know that I made a lot of progress, and that I made a big step forward in the second half of last season.



American connection: Peter Dirkx (right) has his Honda engines done by Eric Gorr (left) from North Shore Racing. Gorr frequently flies to Belgium to test new cylinders.

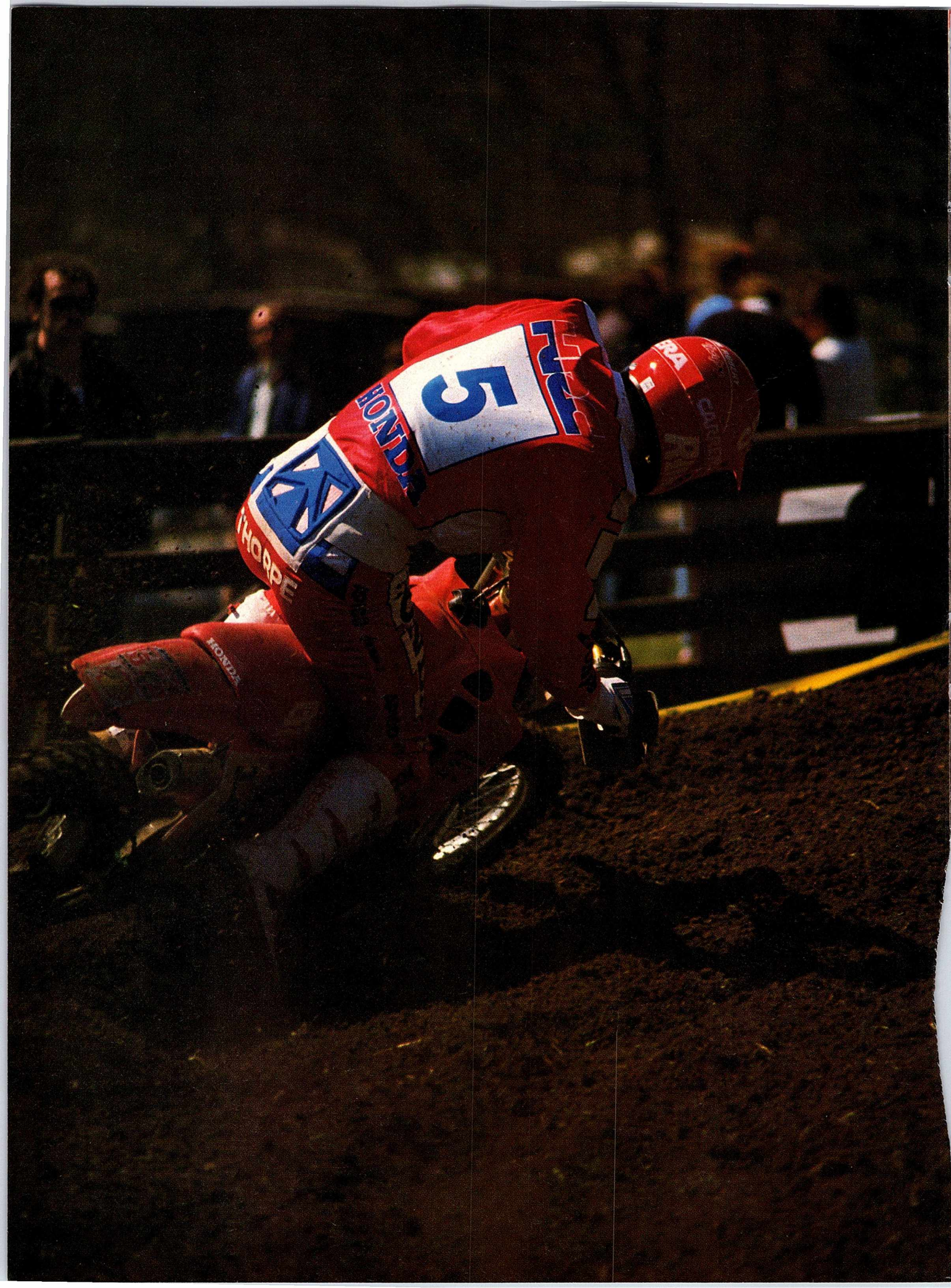
A nation's hopes: Belgium doesn't have a lot of young, fast kids to replace the aging crop of superstars, and Peter Dirkx is the rider they have picked to stop the American, Dutch and Finnish threat to their historical dominance. ►

I came from the Amateur Federation in 1985 and went very fast through the Junior and National 125 Class, but Belgium has no International 125 Class, so all the top riders either stay at the National level or go to the 500 Class. I made the jump to the 125

World Championships and the competition was strong. My progress was interrupted by doing my one year of army service. In the Belgian Army they wouldn't give me any training facilities. If I had been a soccer

(continued on page 122)







New names: Mervyn Anstie (67), Dirk Geukens (29), Kurt Lungvist (4) and Karl Suzer (47) duck rocks, squint through the dust and try to pick a line in the rock-hard terrain of Austria.

◀ **Great Brit:** Dave Thorpe had it his own way in Austria, scoring maximum points on his 1989 Honda prototype. A trip off the track in Austria could have you picking splinters out of your backside for weeks.

□ David Thorpe thinks that he should have been the 500 World Champion last year, but instead, the two-time champ was relegated to fifth place in the standings. Thorpe dominated the first half of the 1987 season before falling victim to injuries, pub-

GROSSER PREIS VON OSTERREICH

Thorpe picks up where he wishes he'd left off

By Luc Verbeke

500 WORLD CHAMPIONSHIP, ROUND ONE



lic pressure and jitters. And when the British hero cracked, Georges Jobe stepped in and picked up the pieces. For both Jobe and Thorpe 1987 is history—motocross history.

For 1988 World Champion Georges Jobe has moved to the 125 Class, Eric Geboers has returned to the 500s, Jacky Vimond is healed from his tragic trophy presentation

accident, '87 runner-up Kurt Nicoll has improved Kawasaki support, and evergreen Hakan Carlqvist is ready to play the spoiler on his private Kawasaki. But even more determined than all of these riders is the proud and regal David Thorpe. He wants *his* title back. And as the Grand Prix circus winged into Austria's Sittendorf circuit, Thorpe and

First turn mayhem: European first turns almost always end up in crashes. The speeds are high and the first turns are wide and slick. Italian Claudio DiCarli (55) gets there first.

his 1989 Honda prototype proved they were more than ready to brush aside the challengers to Jobe's abdicated throne.

WAY AHEAD on or off the track.

High quality firm foam and cover kit \$29.95 to \$54.95
High seat kit \$52.95
standard colors only \$22.95
Seat covers only \$22.95
Seat covers: Dayglo Pink, Orange, Green \$32.95
Seat covers: Stripes Zebra, Rainbow \$32.95
Fork boots \$22.95

CEET

1850 S. SANTA FE, VISTA, CA 92084
(619) 724-7530 Outside California (800) 523-8205



ZEBRA



RAINBOW

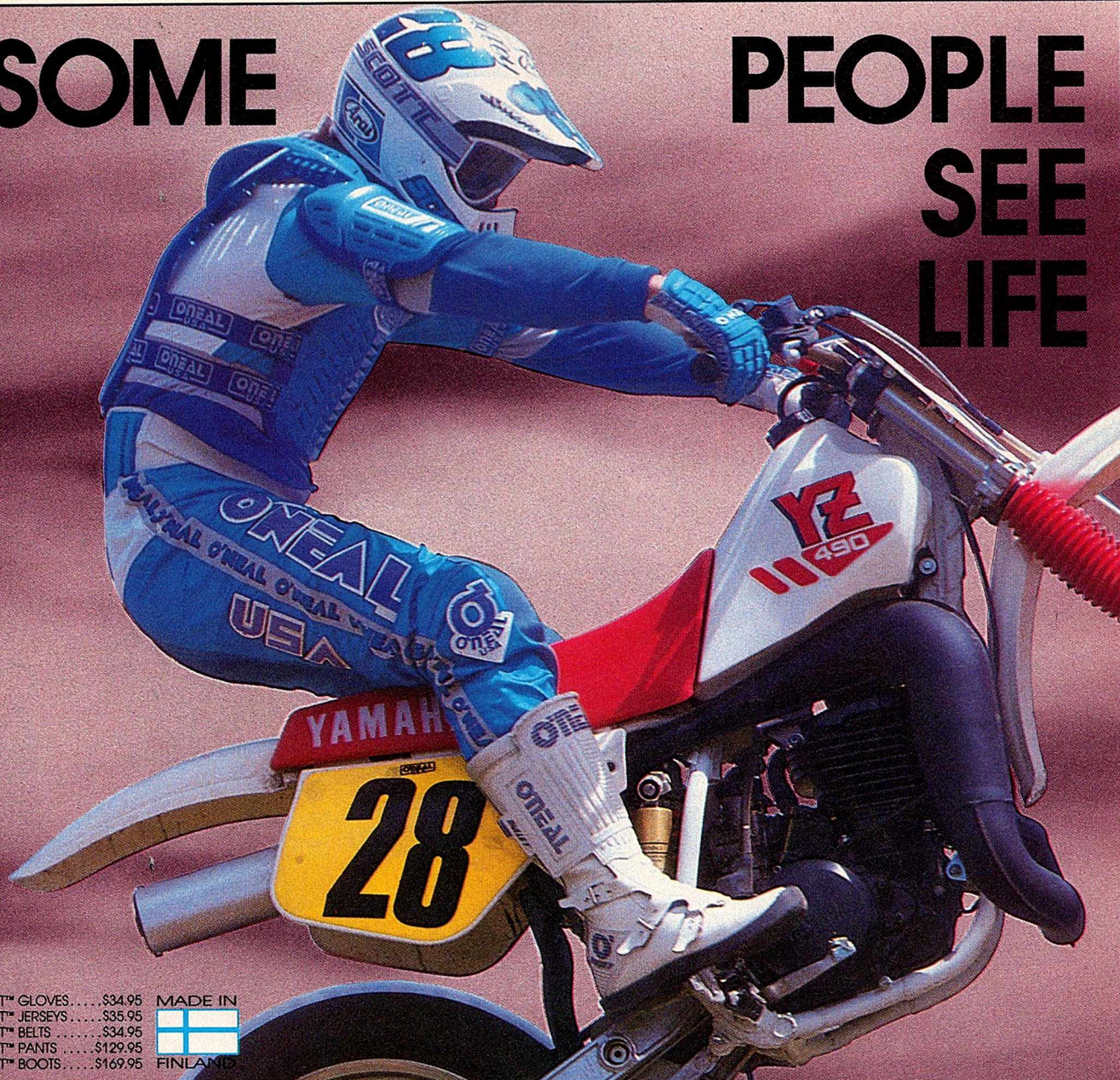
VISA — MASTERCARD — C.O.D.

HIGH SEATS

FORK BOOTS

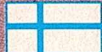
SOME

PEOPLE SEE LIFE



BULLET™ GLOVES \$34.95
 BULLET™ JERSEYS \$35.95
 BULLET™ BELTS \$34.95
 BULLET™ PANTS \$129.95
 BULLET™ BOOTS \$169.95

MADE IN



FINLAND



O'NEAL ROK SHIELD \$79.95

RED/RED0545-039	WHT/BLUE0545-028
WHT/RED0545-027	BLUE/BLUE0545-045
AQUA/BLUE0545-074	



O'NEAL ROK BLOCK \$109.95

RED/RED0550-039	WHT/BLUE0550-028
WHT/RED0550-027	BLUE/BLUE0550-045
AQUA/BLUE0550-074	

ONLY ONE WAY



ORDER TODAY O'NEAL USA 9160 JORDAN AVE., CHATSWORTH, CA 91311
 (818) 998-1049 1-800-423-5002



BULLET™ GLOVES \$34.95
 BULLET™ JERSEYS \$35.95
 BULLET™ BELTS \$34.95
 BULLET™ PANTS \$129.95
 BULLET™ BOOTS \$169.95



Bullet™ Belt \$34.95
Made in Finland



AQUA0726-007	FLO. PINK0726-085
WHITE/WHITE0726-026	RED/WHITE0726-127
FLO. GREEN0726-083	BLUE/WHITE0726-128

Pro-Lite™ Belt \$21.95



WHITE/RED0725-027	BLUE/WHITE0725-128
WHITE/BLUE0725-028	XL BLUE/WHITE 0725-128-100
RED/WHITE0725-127	KIDS BLUE/WHITE 0725-128-200

Cool-Lite™ Belt \$32.95



YELLOW/BLUE0720-035	BLACK/BLACK0720-010
WHITE/RED/BLUE0720-067	WHITE/RED0720-027
BLUE/WHITE0720-128	WHITE/BLUE0720-028

...LIFE AIN'T NO PARTY?



ORDER TODAY O'NEAL USA 9160 JORDAN AVENUE, CHATSWORTH, CALIF. 91311 (818) 998-1049 1-800-423-5002



BULLET™ GLOVES\$34.95
 BULLET™ JERSEYS\$35.95
 BULLET™ BELTS\$34.95
 BULLET™ PANTS\$129.95
 BULLET™ BOOTS\$169.95

MADE IN

 FINLAND



Qualifier™ Gloves \$24.95

RED/RED0375-039
 BLUE/BLUE0375-045



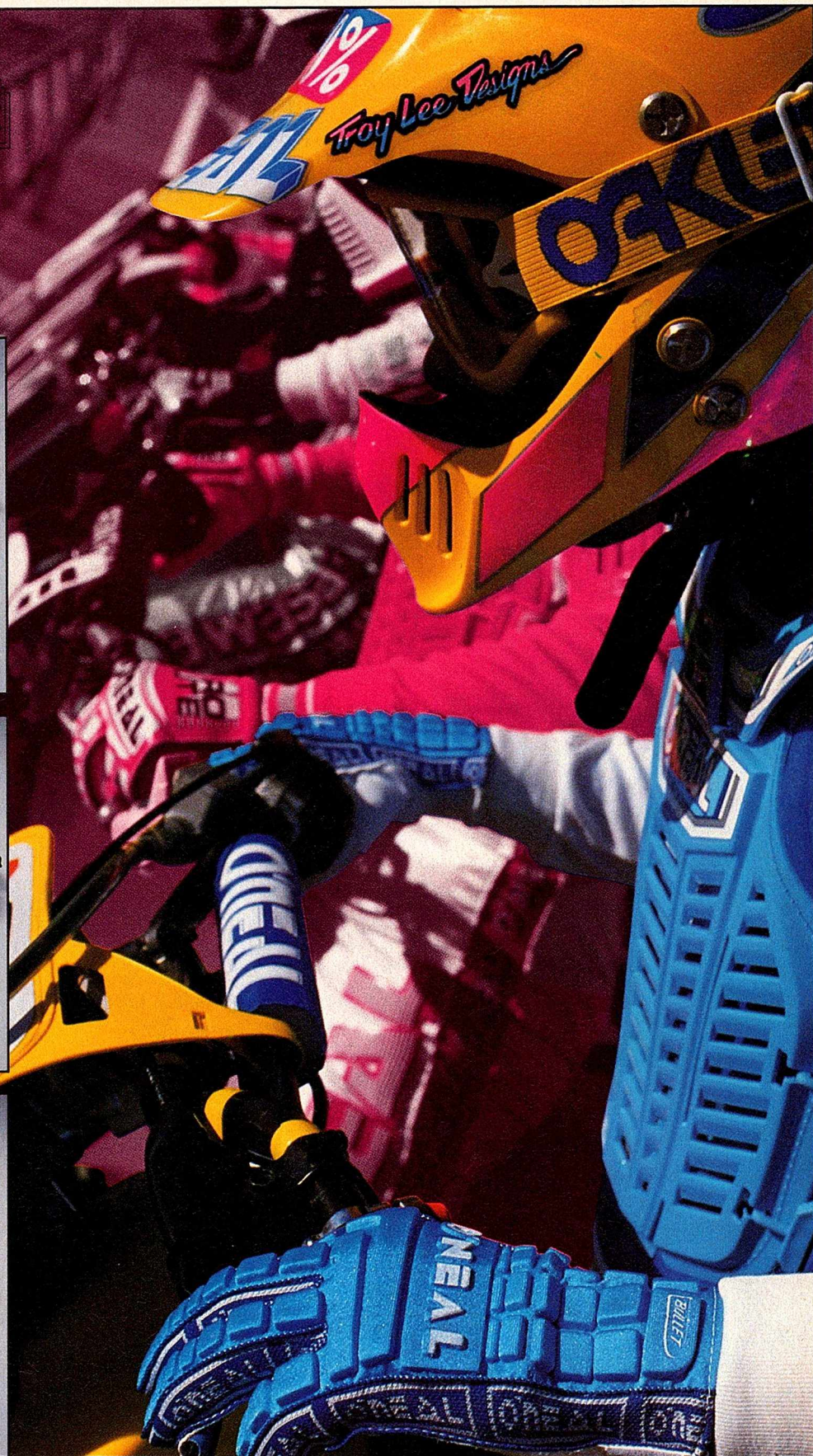
Pro-Life™ Gloves \$17.50

WHITE/BLACK0400-010
 RED/WHITE0400-027
 BLUE/WHITE0400-028
 BLUE/YELLOW0400-035



Bullet™ Gloves \$34.95 Made in Finland

PINK.....0475-015 BLUE.....0475-128
 WHITE...0475-026 GREEN 0475-182
 RED0475-127 AQUA...0475-007



LIFE AIN'T NO DISCO



ORDER TODAY O'NEAL USA 9160 JORDAN AVENUE, CHATSWORTH, CALIF. 91311 (818) 998-1049 1-800-423-5002



Jim Holley

Keith O'Neal

Mike Fisher

Bullet™ Pants \$129.95
Waist Sizes 26-42



0160-026

0160-039

0160-044

0160-068

0160-081

0160-085

0160-095

0160-100

...LIFE AIN'T NO FOOL



ORDER TODAY O'NEAL USA 9160 JORDAN AVENUE, CHATSWORTH, CALIF. 91311 (818) 998-1049 1-800-423-5002

Bullet™ Jerseys \$35.95

1. WHT/WHT — 0020-026-041
2. WHT/RED — 0020-027-039
3. WHT/BLUE — 0020-028-040
4. WHT/RED/RED — 0020-027-049
5. BLUE/WHT — 0020-128-042

Vented Jerseys \$35.95

- WHT/RED — 0025-027-039
 WHT/RED/RED — 0025-027-049
 WHT/BLUE — 0025-028-040



Doug Dubach

Erik Kehoe

Special Thanks to:
 Jack Barbacovi at LACR



0139

0160-169

0160-245

0160-283

0160-335

0160-350

0160-426

0160-439

ING AROUND

WE SHIP UPS TO EUROPE AND JAPAN.



O'ZONE*

NEW D PINK*

NEW D BLUE*

LOGO BACK*

ACTION WEAR*

NEW D PUFF INK TEAL*



■ 1010-052



■ 1010-047



■ 1010-040



1010-016



■ 1010-048



1010-159

T-Shirts (Adult) \$10.95 Sizes S, M, L, XL

Tank-Tops (Adult) \$9.95 Sizes S, M, L, XL

T-Shirts (Kids) \$9.95 Sizes S, M, L

Adult T-Shirts Colors Available —

White, Aqua, Mint, Royal, Powder, Red, Pink, Coral, Yellow, Peach, Black

■ Adult Tank Tops Available in White Only

Kids T-Shirts Colors Available — White, Red, Yellow

*Means printed with small logo on front, large logo on back

■ Means available in tank tops

Specify part number, size and color when ordering



SPORTSWEAR*

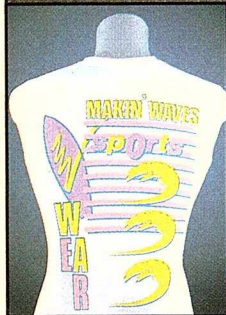
VOLLEYBALL*

MAKIN' WAVES LOGO*

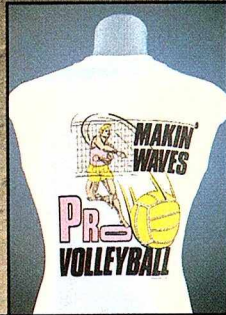
CLUB*

OBSESSION*

GRAFITI*



■ 1010-911



■ 1010-941



■ 1010-951



■ 1010-981



■ 1010-901



■ 1010-921

YOU COULD SAY IT'S A



ORDER TODAY

O'NEAL USA

9160 JORDAN AVENUE,

CHATSWORTH, CALIF.

91311 (818) 998-1049

1-800-423-5002

NEW D PUFF T CORAL*

1010-028

MOUNTAIN BIKE

1010-050

JET SKI*

1010-070

SCOTT*

1010-642

O'NEAL APPAREL*

1010-038

STEVEN T'S*

1010-691

Also available in Peach

O'Neal Action™ Shorts \$29.95
 Made of 100% pre-shrunk cotton triple stitched. Elastic waist with side and rear pockets. Sizes S, M, L, XL, XXL

- Wht/Wht 1200-026
- Grey/Coral 1200-054
- Aqua/Grey Print 1200-089
- Coral/Aqua 1200-094
- Black/Aqua 1200-171



HONDA

1010-101

YAMAHA

1010-404

HURRICANE*

1010-107

FZ*

1010-416

GSXR*

1010-312

NINJA*

1010-212

KAWASAKI

1010-201

SUZUKI

1010-301

A CLASSIC WAY OF LIFE

LIFE DOESN'T GET



Bullet™ Boots

\$169.95

SIZES 6 - 13

WHITE	0310-001
RED	0310-003
BLACK	0310-010
BLUE	0310-004



O'NEAL

45th

ANY BETTER THAN THIS



ORDER TODAY O'NEAL USA 9160 JORDAN AVENUE, CHATSWORTH, CALIF. 91311 (818) 998-1049 1-800-423-5002

500 WORLD

◀ **Village life:** Eric Geboers got a good look at the Austrian village next to the famous Sittendorf track. Eric also got to see the back of the pack with a 14-6 day.



Pink Panther: Jacky Vimond showed up on the works YZM500 and looked good in practice. Unfortunately, at the start of the first moto, the Frenchman took out the pack and was hauled away in the ambulance. No serious damage to anything but Jacky's points total.

◀ **Goat for it:** American Goat Breker had a day he'd just as soon forget. His race bike was stuck in customs. He used a worn-out practice bike instead. He was taken out in a first turn collision with Jacky Vimond. And he had to sleep in his truck when his Italian sponsor came up lacking.

Guess who? Andre Vromans showed up at the opening 500cc Grand Prix of 1988 ready to ride. The often, injured Belgium rider wasn't fast enough to make the top ten, but it's great to see Vrooom out there going for it. □

500 GRAND PRIX RESULTS: AUSTRIA

1. David Thorpe (Hon) 1-1
2. Kurt Nicoll (Kaw) 2-4
3. Michele Magarotto (Kaw) 3-9
4. Dirk Geuken (Kaw) 5-5
5. Billy Liles (Kaw) 11-3
6. Franco Rossi (Kaw) 6-7
7. Hakan Carlquist (Kaw) D-2
8. Andy Nicholls (Hon) 4-12
9. Mark Banks (Hon) 9-8
10. Eric Geboers (Hon) 14-6

THE ONE HAND CLIP SYSTEM

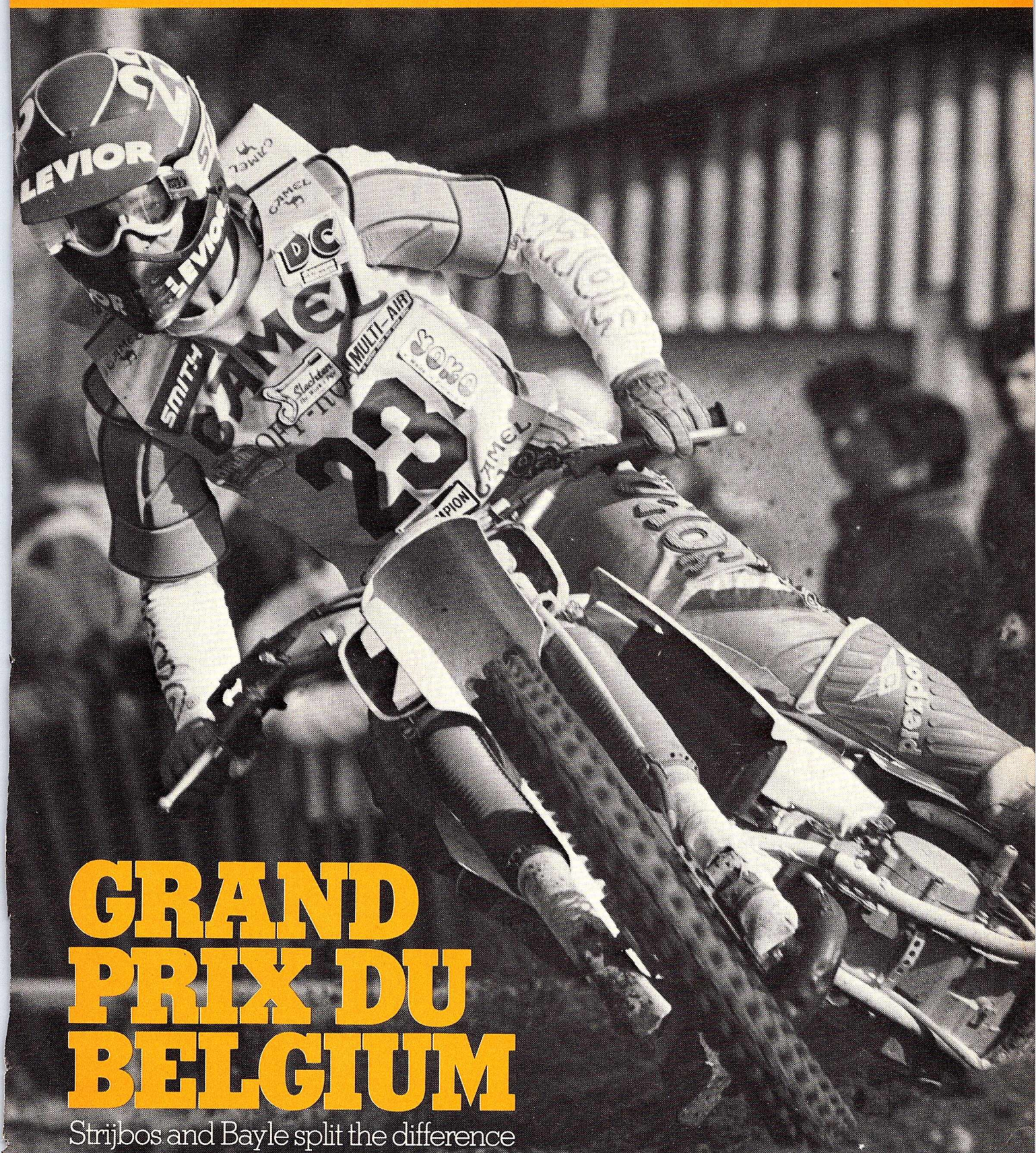
Resting or racing, G-clip looks after your goggles. G-clip always holds your goggles where they should be, on your helmet. While stopped, a simple gesture to remove your goggles, but the sides stay clipped. You're off?—two fingers to reposition them. No loss, no breakage, no worries. G-clip fits all types of helmets and goggles (Oakley, JT, Scott, Gecel, etc.) No velcro: highly reliable, yet simple, and permanent mounting with elastic straps for perfect setting. G-clip for a quick defog when riding (just unhook, and reclip). G-clip handiness for style and comfort. Won't hide your helmet decorations and/but will do something for your rider look.



Patent Pending.
Sales office: FLY ACTIONWEAR—Finland.
KAPYIE 6, 33180 TAMPERE 18—Finland.
Fax: 358-31-614821. Headquarters: FLY Sportswear A6 Postfach 41-4018 Basel-Switzerland.

SORET DEHAYE GAENTZHEIT





GRAND PRIX DU BELGIUM


Strijbos and Bayle split the difference

By Luc Verbeke

◀ Where are Dave and Jean-Michel: Nobody has led or holeshot a 125 Grand Prix this season except Dave Strijbos and Jean-Michel Bayle. As the pack crests the hill in Genk, everybody cranes their necks for a glimpse of the fast duo.

Future star: Belgium's Marnicq Bervoets surprised a lot of people by coming out of nowhere on his support Yamaha YZ125 to score an impressive fourth place at his hometown Grand Prix.

HAVING TROUBLE PUTTING THE PIECES TOGETHER?



A subscription to *MXA* helps you pull together all the pieces of your racing career. For less than \$1.25 a month, you'll get the most respected bike tests in the business, rider interviews that deliver the latest racing secrets, colorful race reports from all over the world, and lots more! Use the postage-paid envelope we've attached to the page, and let *MOTOCROSS ACTION* help you put the pieces together!



SUBSCRIBE TO **MOTOCROSS** ACTION MAGAZINE

One-year subscription \$14.98, two years \$25.95. Canada add \$5 for one year and \$10 for two years additional postage and handling. All other foreign add \$6 for one year and \$12 for two years additional postage and handling. ALL CANADIAN AND FOREIGN PLEASE USE INTERNATIONAL MONEY ORDERS IN U.S. FUNDS ONLY. DO NOT SEND CASH. THANKS! Send your check or money order to *MOTOCROSS ACTION*, Post Office Box 9502, Mission Hills, California 91345-9502. Allow up to eight weeks for delivery of first issue.

125 WORLD CHAMPIONSHIP, ROUND TWO



Charge of the light brigade: Bobby Moore (7), Jean-Michel Bayle (3), Gerard Zundorf (12), Stig Thinggaard (68), Frank Xhoffleer (102) and Massimo Contini (5) use up every letter in the alphabet in the first turn.



Master accountant: Georges Jobe went 5-5 in Belgium. Jobe's private team is among the best-funded privateer teams in history. Georges has a cigarette company, an electronics firm and a gasoline company along with White Power, M. Robert, Alpinestars, Dunlop and Afam to help pay the bills.



□ Dave Strijbos got the shock of his life when the 125 GP season started in Italy. Not only didn't he win, but he came out of the First Round tied for second. Jean-Michel Bayle, a French teenager, who had finished third in last year's 125 World Championship dominated the opening GP in the Italian mud. American Bobby Moore had tied Strijbos on points with identical 4-2 and 2-4 finishes. But Strijbos was confident after Italy. It was a major muck and mud race, and most GP riders are content to take whatever points they can get in the mud, and wait for better days. Bayle is a great mud racer, as he proved at the Motocross des Nation at Unadilla in 1987, but Strijbos was a better sand rider. And the next two rounds of the 125 World Championship were going to be held on Dave Strijbos' home tracks in Belgium and Holland.

But Strijbos got shocked again in Belgium. On a blazing fast high-speed track in Genk, Belgium, Dave proved his prowess in the first moto by passing the young Frenchman and pulling away to an easy win. Strijbos was confident before the start of the second round, and as he lined up for the second moto he must have known that the 125 World Championship points lead would soon be his. It wasn't to be. Bayle was gone like-a-shot and opened up a big lead over the Dutch-born Strijbos. Dave kept charg-

◀ **Tin can:** Third place Pedro Tragter's CR125 has an aluminum gas tank because the stock Honda tank doesn't hold enough gas to finish a 45-minute moto in power-robbing, fuel-gulping sand.

ing, but he couldn't make a dent in Bayle's ten-second lead. Then the big break happened when Bayle bailed-out. As Strijbos rounded a turn he could see Jean-Michel remounting his Honda of France CR125. Strijbos knew the race was now his. Jean-Michel got going less than three seconds ahead of Dave Strijbos and, shockingly, began to open his original ten-second lead. By the end of the moto Jean-Michel Bayle was 22 seconds ahead of Dave Strijbos. The Belgian fans were stunned. Strijbos was stunned. Jean-Michel Bayle was stunned. The 1988 125 World Championship promises to be a real stunner. Just ask Davey! □



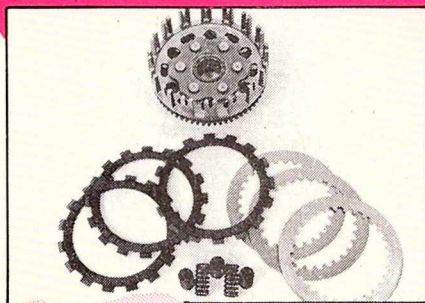
Grand Prix ambiance: Italian Alessandro Puzar on an Austrian KTM leads Dutchman Teus Visser on a Yamaha and Swede Lars Andersson on a Honda through a Belgian bend. Puzar finished tenth, while Visser trailed in the 12th.

125 WORLD CHAMPIONSHIP RESULTS: BELGIUM

1. Jean-Michel Bayle (Hon) 2-1
2. Dave Strijbos (Cag) 1-2
3. Pedro Tragter (Hon) 3-4
4. Marnicq Bervoets (Yam) 8-3
5. Bobby Moore (KTM) 4-6
6. Georges Jobe (Hon) 5-5
7. Massimo Contini (Cag) 7-7
8. Rudi Van Leewen (Yam) 11-10
9. Mika Kouki (Yam) 9-13
10. Alessandro Puzar (KTM) 6-D

88 YAMAHA

YZ's
88's
IN STOCK



CLUTCH PARTS

GENUINE YAMAHA FRICTION PLATES YZ 80-YZ490	\$24.80-68.60
GENUINE YAMAHA STEEL PLATES YZ 80-YZ 490	\$14.40-38.40
GENUINE YAMAHA CLUTCH SPRINGS YZ 80-YZ 490	\$ 4.00-15.60
HEAVY DUTY RACING SPRINGS YZ 80-YZ 490	\$11.95

We stock all clutch parts!

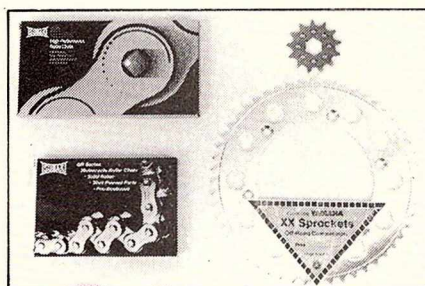


PISTON KITS & CYLINDERS

Genuine Yamaha Piston Kits, consisting of piston, rings, wrist pin and circlips.

YZ 80	\$30.00-52.70
YZ 100	35.50-37.00
YZ 125	33.50-50.50
YZ 250	48.65-72.30
YZ 400/465/490	55.00-70.95

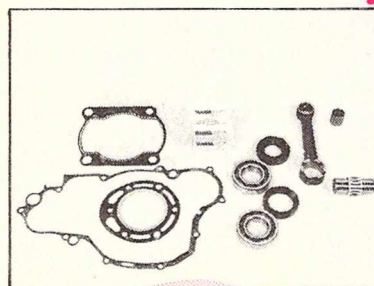
We stock rings and cylinders!



CHAIN & SPROCKETS

Genuine Yamaha Sprockets . . . Made of top grade steel or hardened aluminum alloy. High Quality. Pre-stretched Standard & O-Ring Racing Chain Available.

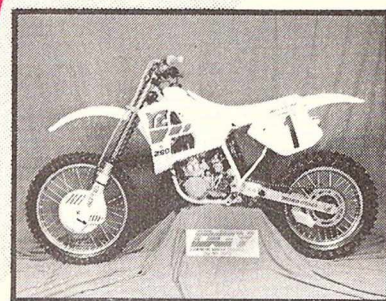
REAR SPROCKETS YZ 80-YZ 490	\$17.95-39.95
CHAINS YZ 80	9.95-19.95
YZ 100-YZ 490	29.95-39.95
O-RING CHAIN	49.95
COUNTER SHAFT SPROCKETS ALL YZ/IT	6.95-14.95



ENGINE REBUILD KITS

CRANK MAIN BEARING & SEAL KIT
Genuine Yamaha Parts
Consisting of 2 Main Bearings & 2 Crank Seals.

YZ 80-YZ 490	\$23.20-46.00
CRANK KITS Genuine Yamaha Parts Consisting of Rod, Pin, Upper & Lower Bearings & Thrust Washers.	
YZ 80-YZ 490	\$37.75-69.30
GASKET KITS YZ 80-YZ 490	\$ 9.95-31.20



DGY KIT BIKES

As Featured In National MX Magazines. Fully Modified to Your Weight & Riding Ability. YZ 80-YZ 490. Call for Prices!

'88 PRODUCTION YZ'S ALSO IN STOCK!

DGY PRO-GLO SEAT COVERS\$ 29.95

DGY ENGINE & SUSPENSION SERVICES

Cylinder Boring	\$ 35.00
Flow Bench Porting	\$ 99.95
(Includes head & power valve modifications)	
Shock Oil Change	\$ 59.95
Shock Revalve	\$109.95

Fork Modification (rods only)	\$ 49.95
(fork set)	\$ 99.95

IF YOU DON'T SEE IT . . . CALL

WE STOCK IT
OVERNIGHT DELIVERY AVAIL.!

DGY

YAMAHA TEAM CENTER

TO ORDER CALL (312) 971-2677

WE ACCEPT YZ BUCKS!

We ship UPS-C.O.D. or use Visa, Master Card or American Express.
330 Ogden Ave., Downers Grove, IL 60515. \$10 Min. order charge,
prices do not reflect freight.

DOWNERS GROVE YAMAHA

FIT FOR FLUG

Answer racing pants. When you only fly first class.

Special action cut for aggressive riding stance.

Specially developed removable hip pads.

Jersey grabber waist band.

Lifetime guarantee YKK coil zipper.

Hand cut sewn on logos that will never wash off.

Fully lined with fire-retardent tricot.

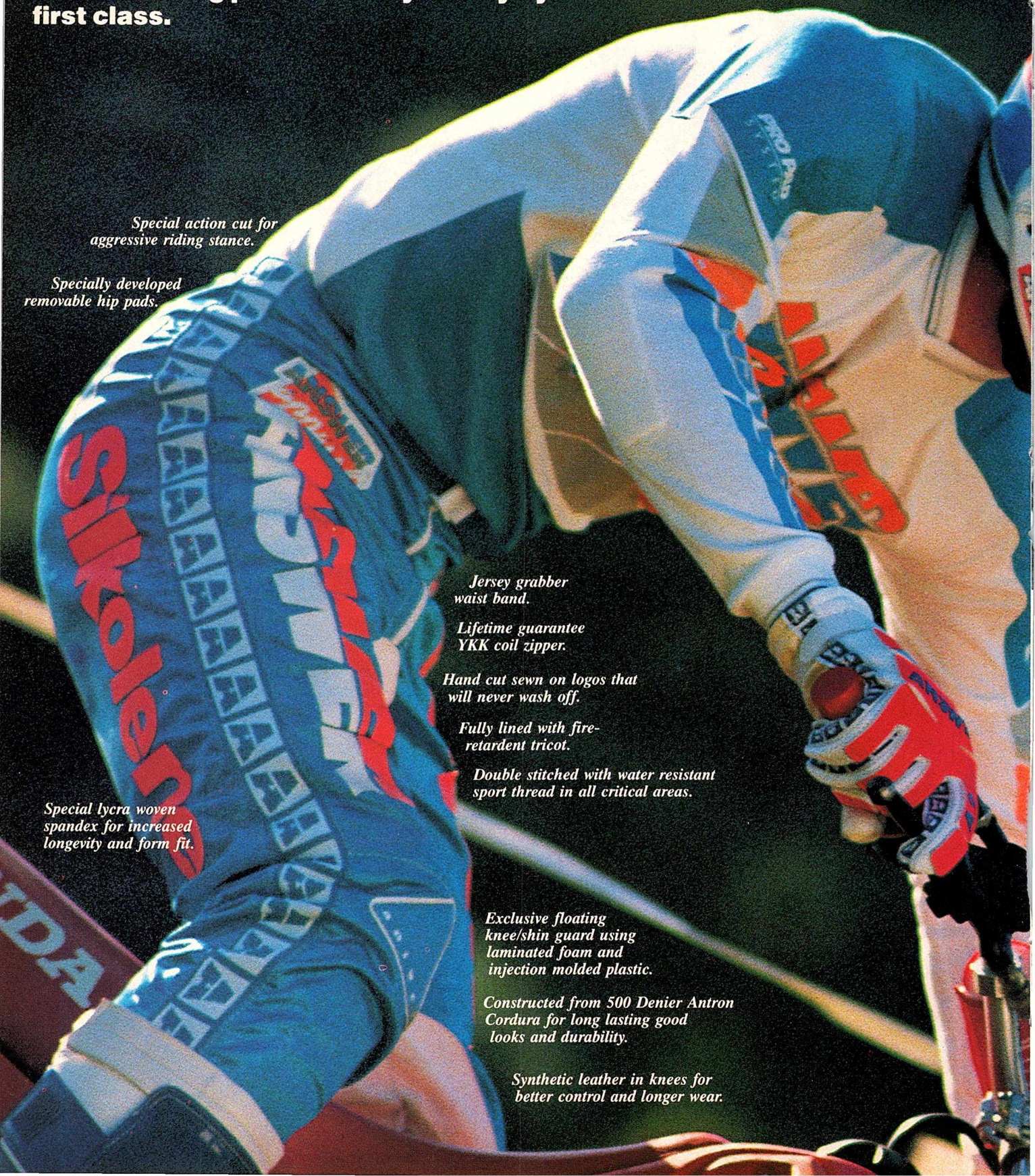
Double stitched with water resistant sport thread in all critical areas.

Special lycra woven spandex for increased longevity and form fit.

Exclusive floating knee/shin guard using laminated foam and injection molded plastic.

Constructed from 500 Denier Antron Cordura for long lasting good looks and durability.

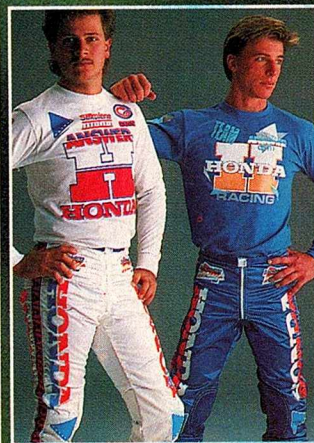
Synthetic leather in knees for better control and longer wear.



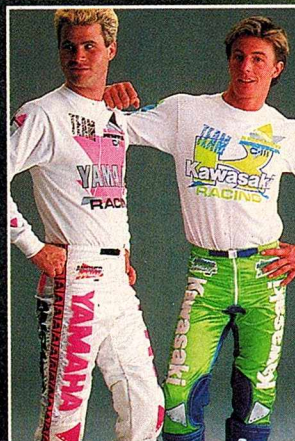
HT



R. Blu/Blu Answer
TEAM PANTS.
L. Wht/Yel Suzuki
PRO-GLO PANTS

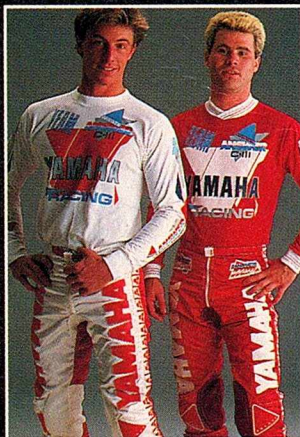


R. Grn/Blu Kawasaki
TEAM PANTS
L. Wht/Wht Yamaha
PRO-GLO PANTS

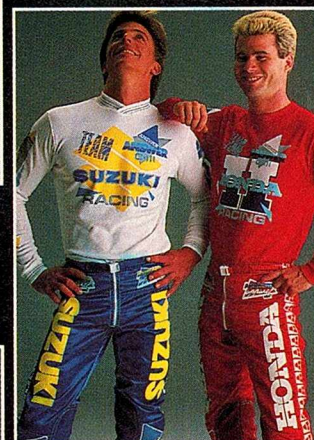
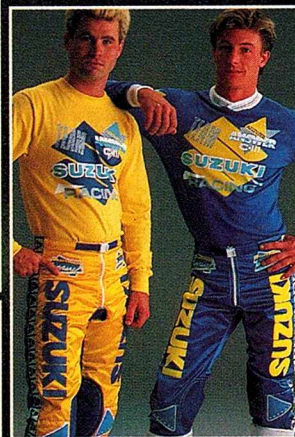


R. Blu/Blu Honda
PRO-GLO PANTS
L. Wht/Wht Honda
PRO-GLO PANTS

R. Red/Red Yamaha
TEAM PANTS
L. Wht/Red Yamaha
TEAM PANTS



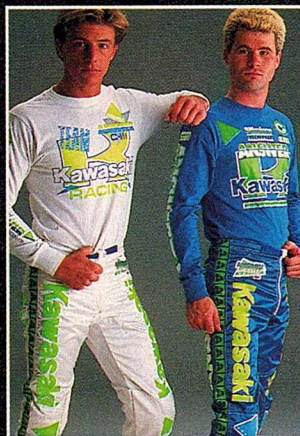
R. Blu/Blu Suzuki
PRO-GLO PANTS
L. Yel/Blu Suzuki
TEAM PANTS



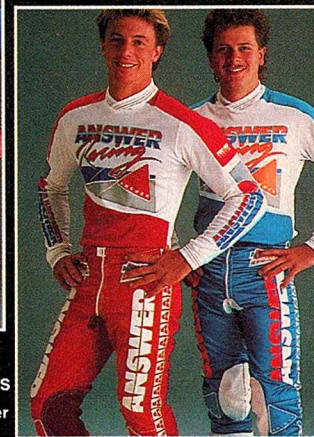
R. Blu/Blu Answer
PRO-GLO PANTS
L. Wht/Wht Answer
PRO-GLO PANTS



R. Blu/Blu Kawasaki
PRO-GLO PANTS
L. Wht/Wht Kawasaki
PRO-GLO PANTS



R. Blu/Blu Answer
PRO-GLO PANTS
L. Red/Red Answer
TEAM PANTS



ANSWER ANSWER

To Order: See your local dealer or phone Toll Free
800-423-0273; inquiries and customer service
805-257-4411; FAX 805-257-4011.
Visa and MasterCard accepted. Send \$2.00 for new catalog.

Answer Products, Inc.
27967 Beale Court, Valencia, CA 91355 U.S.A.

In Canada:
R&M West 604-276-8666 R&M East 416-673-1707
Answer USA-Euro
Di Nani D. & C. s.a.a., Via Selvaggio, 47
10094 Giaveno (To-Italy) Phone (011) 93.75.483

Pro-Glo pants (lettering front & rear) \$119.95
Team pants (lettering frontally) \$104.95
Silkolene or Gaerne logo on rear leg \$19.95
Customized lettering per letter \$2.50
Build them your way custom pants \$149.95

GRAND PRIX D'HOLLAND

In the sand it's the sand masters

By Eric Corluy

□ The 1988 125 World Championship is now officially a two-man race. French teenage sensation Jean-Michel Bayle has been having his run of the tiddler title chase over a host of riders anxious to win the title that John Van De Berk relinquished when he moved to the 250 World Championships. Dave Strijbos, 1986 125 World Champion, is the man all the pundits picked as the probable '88 title holder. But Bayle had rendered Strijbos ineffective in the first two GPs. Strijbos declared that Holland was to be the Frenchman's come-uppance.

In the deep sand of the Mill, Holland, course Strijbos got up and left the French Honda rider behind. But surprisingly, the other sand masters couldn't handle the new idol of the Parisian racing set. Bayle beat

Pedro Tragter, Georges Jobe, Marnicq Bervoets, Teus Visser and Finn Mika Kouki by major margins. If Jean-Michel Bayle can ride sand better than Dutch and Belgian born riders (and maintains his dominance in the mud and hard-pack circuits) Strijbos is in for a long hard season.

Pedro Tragter, the new Dutch challenger, did beat Bayle in the second moto by two seconds, and now occupies third place in the 125 World standings behind Bayle and Strijbos and just ahead of American Bobby

Unbeatable: Jean-Michel Bayle didn't win in Holland, but he did cut his losses with a strong 2-3 day which proved to his critics that he can ride the soft stuff as well as the hard. Bayle will be tough to beat for the 125 crown.



CUT LIKE A DYMOND.



• Handcrafted in the USA for proper fitting of controls.

• Constructed from exclusive aerospace alloy 7075 T-6 tubing to reduce weight and vibration. 30% lighter than stock.

• Optional Alumilite X-bar pad .\$.895

• Extruded 6061 T-6 aluminum clamp and crossbar.

• Knurled clamp area for no-slip grip.

Factory Stars don't use stock bars... or forks... or cylinders... or exhaust pipes. Each rider sets up his machine to fit his riding style perfectly.

Nothing makes cornering, braking, accelerating, and jumping smoother and faster than a properly designed and fitted set of handlebars.

Answer Alumilite Bars™ are developed and used by the world's fastest riders to provide the most comfortable and controllable position on their racing machine.

Micky has a lot of things that money can't buy... except his Handlebars.

Answer Alumilite, Bars of the Stars... **\$49.95.**

TEAM YAMAHA

Micky Dymond
Broc Glover
Jeff Stanton

TEAM GREEN

Mike Kiedrowski
Dennis Hawthorne
Dale Spangler
Mercedes Gonzales

TEAM TUF

Keith Bowen

TEAM SUZUKI

Bob Hannah
Johnny O'Mara
Ronnie Tichenor
Keith Turpin
Todd DeHoop

TEAM PRO CIRCUIT

Goat Breker
Jeff Hicks
Fred Andrews
JoJo Keller

ANSWER

ANSWER PRODUCTS, INC.,
27967 Beale Ct., Valencia, CA 91355 U.S.A.,
Phone inside CA (805) 257-4411
Outside CA (800) 423-0273
FAX (805) 257-4011

IN EUROPE:
ANSWER USA-EURO, Di Nani D. & C. s.a.a.,
Via Selvaggio, 47, 10094 Giaveno (To-Italy)
(011) 93.75.483 **FAX (011) 92.76.938**

IN CANADA:
Western Canada, R&M West (604) 276-8666
Eastern Canada R&M (416) 673-1707
Send \$5 for new giant format Answer Catalog.

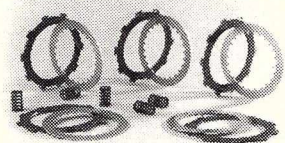
NSRTM



NORTH SHORE RACING

HONDA PARTS WAREHOUSE

North Shore Racing features a large inventory of HONDA FACTORY RACING PARTS for all CR, XR and ATC models. ORDER DIRECT FROM THE RACING EXPERTS AND SAVE!



Fiber Clutch Plates:
CR450/480/500R from \$4.75 ea.
CR250R from \$4.20 ea.
CR125R from \$3.95 ea.
CR80R from \$3.50 ea.

Metal Clutch Plates:
CR450/480/500R from \$4.85
CR250R from \$4.50
CR125R from \$3.70
CR80R from \$2.85

Clutch Springs Sets:
CR250/450/480/500R from \$6.95 set
CR125R from \$6.50 set
CR80R from \$5.50 set

Cables, Clutch & Brake
All CR/XR/ATV from \$4.95

Disc Brake Hose:
CR500/250/125/80R from \$32.50

Throttle Cables:
All CR/XR/ATV from \$4.25

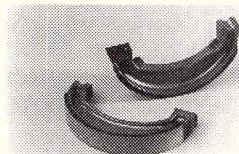
Factory Shop Manuals:
All CR/XR/ATV from \$14.95



Front Sprockets:
CR250/450/480/500R from \$10.95
CR125R from \$ 8.95
CR80R from \$ 4.95

Rear Sprockets:
CR450/480/500R from \$26.95
CR125R from \$24.95
CR80R from \$ 9.95

Drive Chain:
Tsubaki from \$9.95
Diamond from \$6.95



Brake Shoes Front & Rear:
All CR Models from \$2.95

Disc Brake Pads: Front & Rear
All CR Models from \$5.95

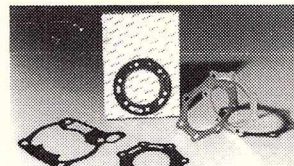


Piston:
CR450/480/500R from \$32.95
CR250R from \$32.50
CR125R from \$22.50
CR80R from \$16.00

Rings:
CR450/480/500R from \$13.95
CR250R from \$11.95
CR125R from \$ 8.95
CR80R from \$ 6.95

Clutch & Brake Lever:
All CR/XR/ATV from \$4.75

Shift Levers:
CR250/450/480/500R from \$19.95
CR125R from \$19.25
CR80R from \$11.75



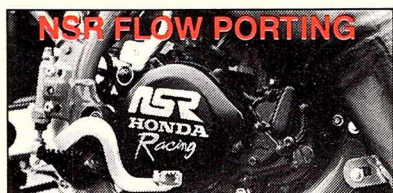
Gasket Kits:
CR250/450/480/500R from \$13.50
CR125R from \$10.95
CR80R from \$ 8.50

Fenders Front & Rear:
CR450/480/500R from \$18.50
CR125/250R from \$16.95
CR80R from \$11.75

Fork Seals Kits:
CR250/450/480/500R from \$8.50
CR125R from \$7.95
CR80R from \$7.50

ROOST BOOST Plug in additional horsepower in minutes. **\$49.95**

SPECIAL OFFER



FREE Head Modification and **FREE** HPPS/ATAC Servicing with every port job. Three types porting—**ONLY \$139.00**, flow chart included.

Complete suspension service available—

- Revalve, Fluid Change \$109.00
- Fluid change, cleaning, recharge \$55.00

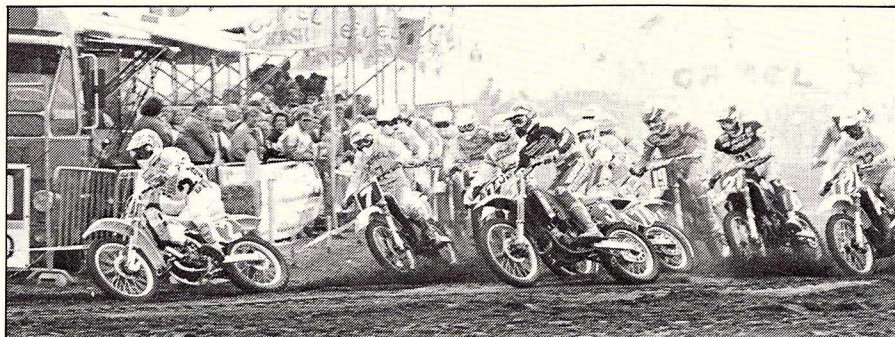
ORDER DIRECT AND SAVE We ship UPS daily. Visa, Mastercard, COD Cash, Cashiers check or Money Orders are accepted for payment. Please no personal checks.



NORTH SHORE HONDA TO ORDER CALL:
1540 Clavey Road
Highland Park, IL 60035
312/831-5372 or 312/831-9503

STORE HOURS 9:00 A.M.-6:00 P.M. DAILY-CENTRAL STANDARD TIME

125 WORLD CHAMPIONSHIP



Hometown boy: In front of the hometown crowd Dave Stribbos (2) played rocketman into the first turn of both motos and never looked back. Bobby Moore (7) and Jean-Michel Bayle (3) get to the front, but catching up with a Dutch rider of Stribbos' caliber in the deep sand is impossible.



Third man out: Pedro Tragarer would like to get a piece of the 125 glory that Stribbos and Bayle are sharing, and the Dutch sand was his best chance. Tragarer beat Bayle in the second moto to become only the second rider this year to finish ahead of the French Honda rider.

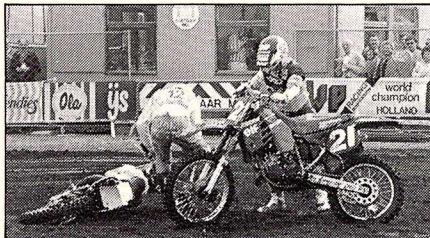


Paying interest: All those years of practicing in California's sandy Indian Dunes didn't pay off for Bobby Moore in the Dutch sand. Bobby's factory KTM got him to tenth place in moto one, but he couldn't repeat a top ten finish in the second round.

Moore and Georges Jobe.

Georges Jobe's quest to win the 125 World Championship has gotten off to a rocky start. Georges has been struggling with the shifting points on his CRI25 after all those years on open bikes, but each week he gets better. In the Dutch sand, Jobe finished third in the first moto and after a crash in the second moto with Bobby Moore and Mika Kouki he fought back to finish eighth. Georges is 53 points behind Bayle in the points standings (each moto awards 20 points to the winner).

Mike Healey is racing the 125 GPs for an Italian Yamaha team, but has suffered nothing but bad luck. Healey and Bobby Moore represent a strange duo on the European GP circuit. Both were National Minicycle Champions in the USA a few years ago, and while neither had any major successes in



Bad luck: If it wasn't for bad luck, Georges Jobe (21) would probably be enjoying the 125 Class. The 1987 500 World Champion has been involved in a first-turn crash at virtually every race this season. His first moto third place was ruined by this second moto collision with Arto Pantilla.



Foregone conclusion: Dave Stribbos said he would win in Holland, and he did. The fans enjoyed it almost as much as the former 125 World Champion did.

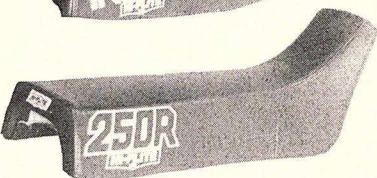
the U.S. National Championships they have been able to find support in Europe. Moore is KTM's official factory runner for '88, and even though he only managed a tenth-place finish in one moto in Holland he is still in fourth place in the World Standings. □

125 GRAND PRIX RESULTS: HOLLAND

1. Dave Stribbos (Cag) 1-1
2. Jean-Michel Bayle (Hon) 2-3
3. Pedro Tragarer (Hon) 4-2
4. Georges Jobe (Hon) 3-8
5. Marnicq Bervoets (Yam) 8-4
6. Teus Visser (Yam) 6-5
7. Mika Kouki (Yam) 5-6
8. Alessandro Puzar (KTM) 13-7
9. Eric Stuurman (Yam) 14-9
10. Arto Pantilla (KTM) 7-D

DON'T GET BEAT BY YOUR SEAT

SEAT KITS BY



ALSO

KTM - HUSQVARNA
CAGIVA - CANAM

SOME MODELS FROM 1978
ASK ABOUT YOUR MODEL - YEAR

CONTACT YOUR DEALER OR CALL DIRECT

HI-FLITE STOCK SEAT COVERS
ALSO AVAILABLE

ALL SEAT KITS \$44.95
PLUS SHIPPING CALIF. RES. ADD 6% TAX

YOU GET

- QUALITY ONE PIECE MOLDED FOAM AND HEAVY DUTY DOUBLE STITCHED COVER.
- INSTALLS ON YOUR STOCK SEAT PAN.

TO ORDER, SEND MONEY ORDER OR CHECK, YOUR NAME AND ADDRESS, YOUR MAKE, MODEL, YEAR AND COLOR OF COVER YOU WANT.

TO: HI-FLITE USA
4020 W. CHANDLER AVE.
SANTA ANA, CA 92704
FOR C.O.D. TELEPHONE ORDERS
CALL 714-979-4810

TROUBLE SHOOTING THE '88 KX250

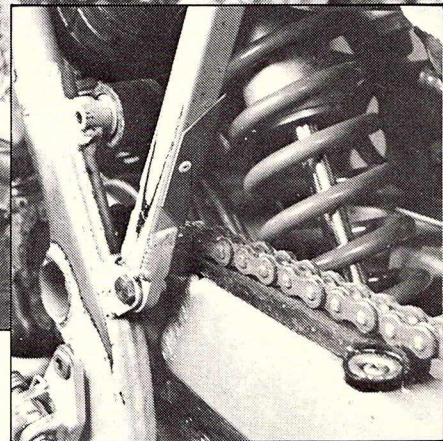
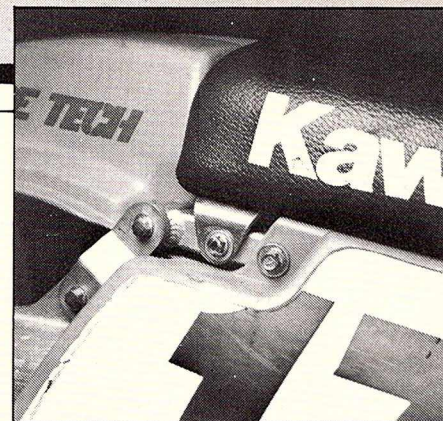
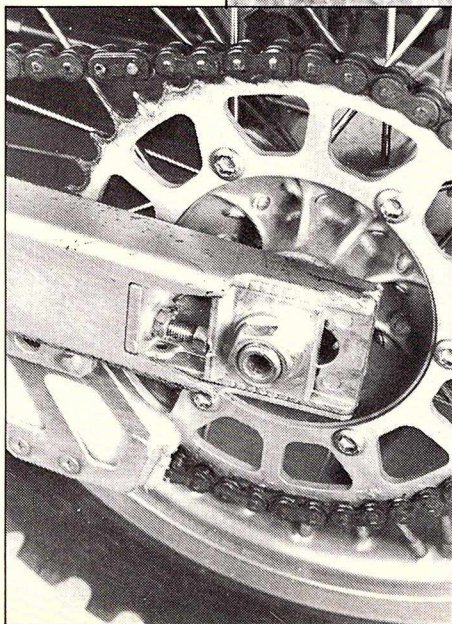
Stay on top of the glitches to stay ahead of the competition

□ The '88 Kawasaki KX250 has proven to be one of the most capable motocross bikes ever produced. It rated high in *MXA*'s shootout and the *MXA* wrecking crew has spent considerable time on the bike out at the track. As with all other bikes, the KX250 is not perfect, and in the course of six months we have begun to encounter some problems. Luckily, none of the problems have been serious, but together, if left unattended, they could become serious and definitely hamper your results. In an effort to make life easier for you, we have compiled a list of KX ills. Just to make sure that we covered all the KX gremlins, we also went and asked some of the top tuners in the land to find out what problems they had and how to fix them. With a little time and attention you can sort through the problems and stay on the winning track for a long time!

Do it yourself: The seatbolts on the '88 KXs normally thread into the aluminum subframe. We stripped ours out within weeks of getting the bike, but drilling out the hole and using a nut-and-bolt combination took care of the problem. Be sure that the bolt doesn't extend into the rear wheel travel. ►

Just like Ward: The Kawasaki KX250 has proven to be one of the most ably performing bikes on the track this year, but to guarantee that it keeps you out front, a close eye has to be kept on certain parts of the bike that can cause trouble if left unattended. ►

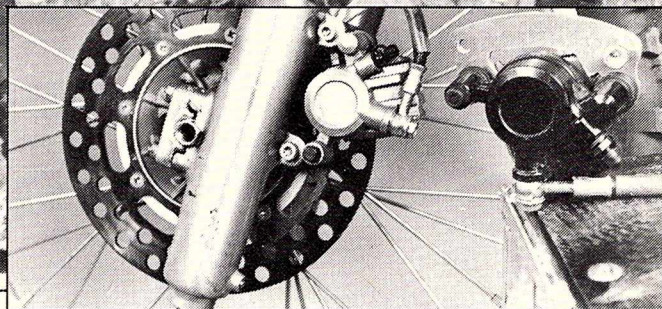
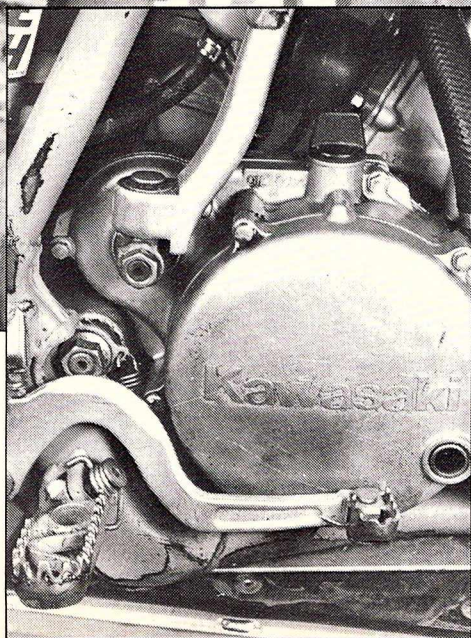
Keep it tight: The MXA wrecking crew had a lot of trouble with the chain adjuster bolt loosening up and breaking. Make sure the bolt underneath the swingarm is there and tightened against the adjuster nut. Keep the sprocket bolts tight, too—they like to loosen up. ►



Curing the ills: Paul Thede's Race Tech has two easy solutions for two nagging problems. He offers stronger subframe hex head bolts that don't strip or attack your ankle like the stock Allen bolts. Race Tech also provided the chain deflecting plate to keep the chain from tearing up the alloy subframe.

◀ Let's get comfy: Whoever provided Kawasaki with their '88 seat foam should be forced to sit on a KX seat at work. The foam is too soft, and we replaced ours with an aftermarket seat kit. The difference between soft and firm will pay off in a long, rough moto.

Where's Preston Petty? The '88 KXs are plagued with plastic that is too brittle to last long. Rear fenders, side panels, radiator scoops and even the gas caps are prone to break easily. Siliconing the gas cap will work temporarily, and aftermarket companies like Acerbis can provide rugged replacements. ▶



Numero uno: The most universally accepted problem on the KX250 is the front brake sticking. Honing out the piston cavity on the caliper works—partially. The steel plate that holds the caliper to the forkleg is also prone to bending. We made up a batch of alloy replacements to isolate the brake binding problems when the steel plate gets bent.

◀ Look and feel: Have you lost your kickstarter yet? If not, consider yourself lucky, since they are prone to fall off. Keep the nut tight. A big problem on the 250 is clutch action which gets very grabby. The most popular solution is to replace the plates as often as you can afford to. □

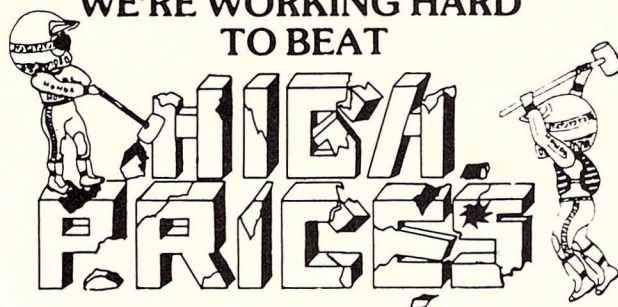
IRON WORKS CYCLE

AXO TEAM PACKAGE

Series 95 Pants
Series 29 Gloves
Team Jersey
AXO Turbo Plus Boots

\$259⁹⁹

WE'RE WORKING HARD
TO BEAT



ONEAL TEAM PACKAGE

Bullet Pants
Bullet Gloves
Bullet Jersey
Bullet Boots

\$259⁹⁹

Free Freight On All Orders Over \$50.00

AXO	
Series 95 Pants	89.99
Series 135 Pants	108.99
Cotton Jerseys	14.99
Super AXO Jerseys	22.99
Super AXO Plus Jerseys	27.99
Series 29 Gloves	25.99
Series 40 Gloves	32.99
Super Belt 2	26.99

JT	
Dymond Back Pants	79.99
Super Cross Jerseys	14.99
Pro-Tour Jersey	29.99
Half Breed Gloves	18.99
Flexon Gloves	29.99
Life Line Gloves	25.99

ONEAL	
Bullet Pants	87.99
Bullet Gloves	25.99
Bullet Jersey	27.99

HALLMAN	
Viking Pants	98.99
Viking Gloves	26.99
Viking Jersey	29.99

ANSWER	
Team Pants	89.99
Team Jerseys	15.99

CHEST PROTECTORS	
Mach 5	89.99
Elbow Guards	16.99
Mach-5 F	49.99
Pro Armor II	69.99
Pro Armor Kids	59.99
HRP Flak Jak II	85.99
HRP Attack Jak	59.99
HRP Flak Jak II Jr	59.99
Answer AC III	84.99
Answer AC III Lite	64.99
AXO SC-Z	49.99
JT V-500	42.99
JT V1000	54.99
JT V2000	78.99
JT V3000	78.99
JT V4000	78.99
ACERBIS	69.99
Sinisalo S-1	69.99
Sinisalo S-2	49.99
Sinisalo Kids	27.99

HELMETS	
JT ALS-1	134.99
JT ALS-2	164.99
Bell Moto 4	144.99
Johnson Replica	174.99
SHOEI VTIA	87.99
SHOEI VX-3V	199.99
ARAI MX-Pro	174.99
ARAI MX-Pro Team	199.99
Griffin GX747	74.99
Griffin GX707	44.99
Griffin Open Face	24.99
Bieffe BX-6 (Snell 85)	89.99

BOOTS	
AXO Turbo Plus	149.99
SIDI Royals	149.99
Oneal Bullets	134.99
Alpine Star Tech II	169.99
Hallman Mx Force	99.99
Hallman Kids	99.99

TIRES KENDA	
410x14	19.99
410x18	24.99
450x18	33.99
530x18	39.99
300x21	24.99

METZLER	
410x14 Multi	37.99
410x18 Multi	54.99
450x18 Multi	59.99
400x18 MX	53.99
450x18 MX	51.99
150/80/18 MX	69.99
300x21 MX	46.99
300x21 Perfectx	39.99

IRC	
410x18	36.99
120/80/18	36.99
510x18	41.99
460x17	37.99

DUNLOP K 490	
120/80/18	40.99
130/80/18	42.99
140/80/18	45.99
300x21	57.99
410x14	29.99
300x12	23.99
250x14	19.99
275x17	28.99

K 595 and K 695	
100/100/18	57.99
110/100/18	61.99
120/100/18	64.99

K 990	
300/21	57.99
100/100/18	57.99
110/100/18	61.99
120/100/18	64.99

K 690	
275x17	32.99
410x14	36.99

PIRELLI DELTA X	
400x18	43.99
450x18	49.99

LAGUNA X	
110/100/18	45.99
120/100/18	52.99

HARD X	
110/100/18	45.99
120/100/18	52.99

CHAINS & SPROCKETS	
Sidewinder V Series Rear Sprocket	29.99
Sidewinder Front Sprocket	19.99
Blue Thunder Rear Sprocket	29.99
Blue Thunder Front Sprocket	19.99
Sidewinder 520 Oring Chain	54.99
Sidewinder 520 Roller Chain	39.99
Sidewinder 420 Roller Chain	29.99
RK 520 Roller Chain	29.99

SPECIALS

While Supply Lasts

JT ALS-2 Helmet	99.99	(Small only)
Hallman Mach V	84.99	
Axo Air Boots	144.99	
Hallman Dirt Racing Boots	89.99	
Sinisalo Pants	79.99	
JT Vented Pants	49.99	
Axo Socks	9.99	
RK 520 O-Ring Chain	39.99	
Scott 109 Goggles	23.99	
Richter Silencer	29.99	
Dunlop K490 300x21	49.99	
Tire Special - Limit 2 per customer		

OUR PRICES WON'T BE BEAT!! RACERS HELPING RACERS

We accept prepaid orders, or we ship UPS, C.O.D.

Prices may change without notice.

PA residents add 6% sales tax.

All sales final after 30 days. Freight must be paid on all exchanges
20% restocking fee on all cash refunds

Ask Us About Anything You Don't See
In This Ad!



IRON WORKS CYCLE

731 Pittsburgh Street
Scottsdale, PA 15683

ORDERS ONLY

1-800-522-7090

Information

412-887-8010

Monday - Friday 10 a.m. - 9 p.m.
Saturday 10 a.m. - 4 p.m.

O-Ring Chain & Grooved Sprocket Set \$109.99

PUT THAT MILK CRATE BACK!

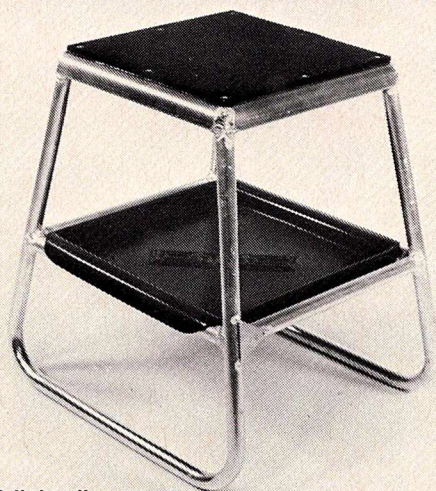
□ When it comes time to discard that trusty, but worn-out, milk crate you've been throwing your bike on for years, you might be interested in moving up to the latest bike stands currently on the market. They're the very trick, very factory-looking, alloy stands.

A number of aftermarket companies have started to produce stands based on the design of the original Honda, black bike stand,

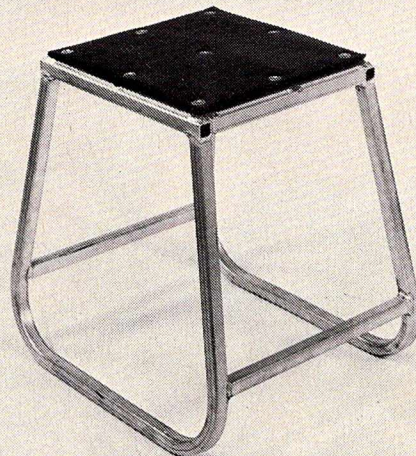
GUIDE TO ALLOY BIKE STANDS

but have gone one step further by using boxed and circular aluminum to make the stand lighter and even trickier looking. The stands may differ slightly in design but they all serve the same purpose—to give you a sturdy mount to rest your bike upon. So use the *MXA* guide; pick and choose the stand that works best for you. Then you won't have to sneak around the local supermarket in the middle of the night! □

A more stylish way to prop up your scoot



DMC light-alloy stand: Featuring round, alloy tubing and a removable work tray, the DMC stand has good looks and is functional. With a rubber mat to prevent slippage, the DMC stand goes for \$56 retail.



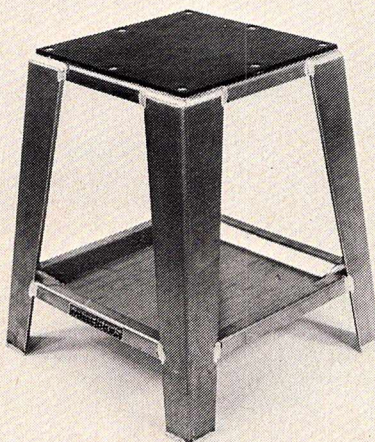
Pro Circuit Works stand: Made from boxed aluminum tubing, this stand gives you the factory look and function to boot. These trick stands can be seen under many factory stars' bikes and you can have one for \$54.95 retail.

The original: Honda's accessory work stand features clean and sturdy steel construction and is the basic design used by most stand



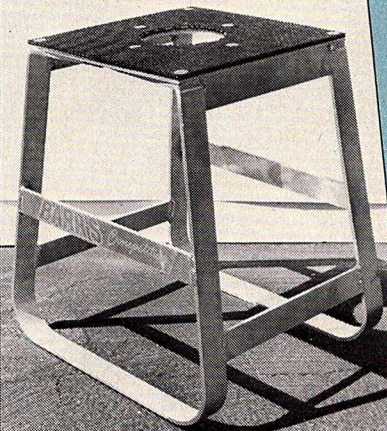
makers. It comes in black, and you can get one from Honda for \$71.40.

White Brothers last stand: A very strong and lightweight stand



constructed from aluminum with a rubber mat riveted to the top to keep your bike in one spot. It also has a work tray hell-arc'd in. Retail price \$55.95.

Barr's Competition stand: Constructed from flat strips of aluminum, this stand has a distinctive look with some



unique features. You can get the plain Barr's stand for \$54.95, or you can get one with an oil drain hole and drain pan for \$59.95.

125/250 NATIONAL: AXTON, VIRGINIA



First turn fun: It takes nerves of steel to successfully navigate through a first turn. Dennis Hawthorne (24), Brian Manley (30), Broc Glover (44), Billy Frank (36), Jeff Ward (2) and Dean Matson (46) joust for position at the start of moto two. Hawthorne pulled out the holeshot, but Wardy passed him in turn two.

By Todd Smith

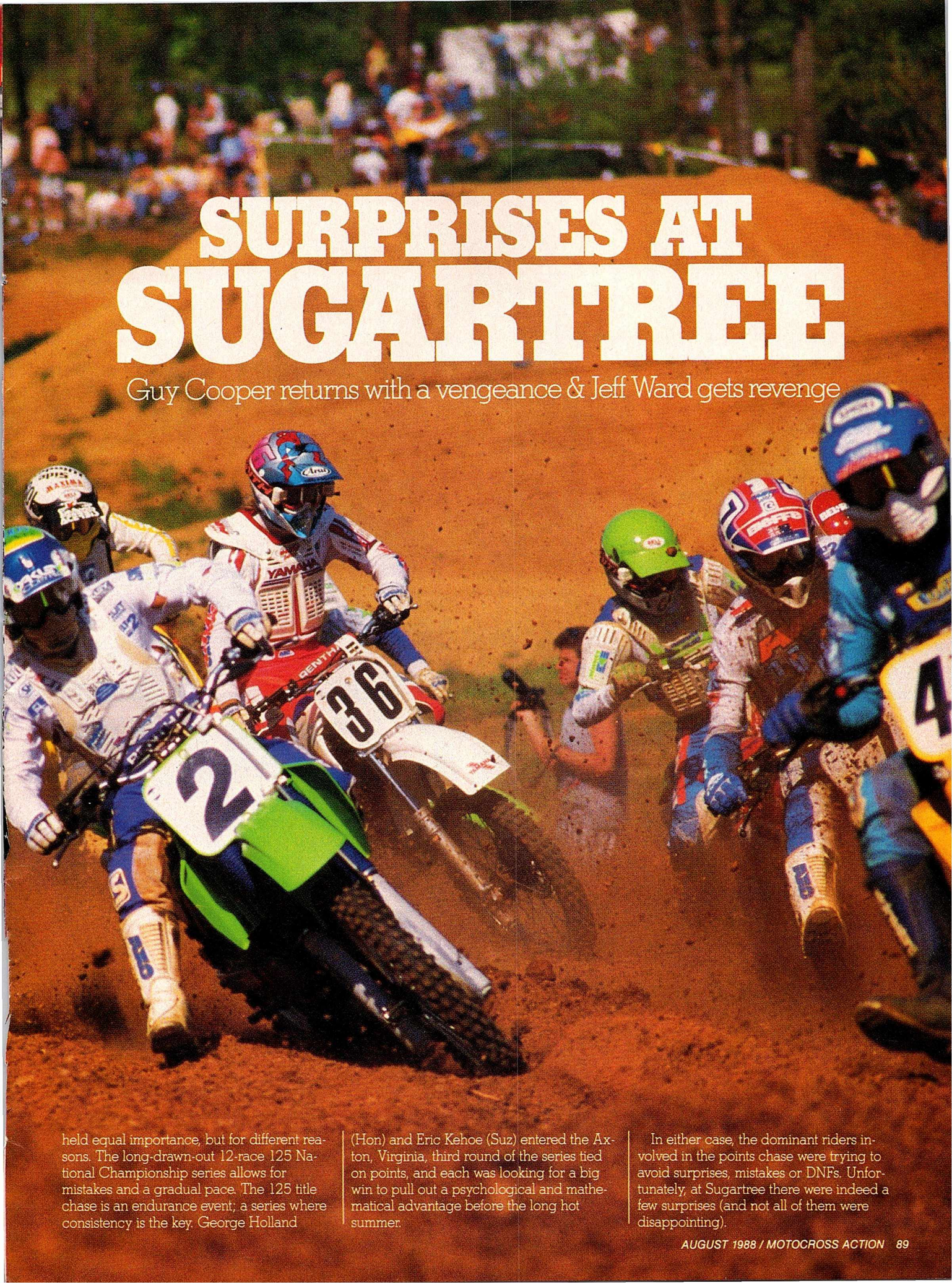
□ "This is an important race. It has been a long layoff and I'm looking forward to racing again," said Guy Cooper. Although these were Cooper's personal thoughts following his prolonged leg injury, they were not singular to him. The Lake Sugartree

round of the 125/250 AMA National Motocross Championships had great importance for most of the riders in attendance.

For those riders in the 250 Class, the race was the pivotal halfway point of the six-race series. A short series is like a sprint, with the

littlest slip-up magnified; there is no time to make up lost points. One bad moto could spell an end to Championship hopes—a fact that Rick Johnson and Jeff Ward were well aware of.

In the 125 Class, the race at Sugartree



SURPRISES AT SUGARTREE

Guy Cooper returns with a vengeance & Jeff Ward gets revenge

held equal importance, but for different reasons. The long-drawn-out 12-race 125 National Championship series allows for mistakes and a gradual pace. The 125 title chase is an endurance event; a series where consistency is the key. George Holland

(Hon) and Eric Kehoe (Suz) entered the Axton, Virginia, third round of the series tied on points, and each was looking for a big win to pull out a psychological and mathematical advantage before the long hot summer.

In either case, the dominant riders involved in the points chase were trying to avoid surprises, mistakes or DNFs. Unfortunately, at Sugartree there were indeed a few surprises (and not all of them were disappointing).



READY, SET, ROOST.

The fastest riders know that to get consistent, quick lap times you need accurate and controlled acceleration out of each and every turn.

To accomplish that you must have precise performance from your machine. Especially your ignition.

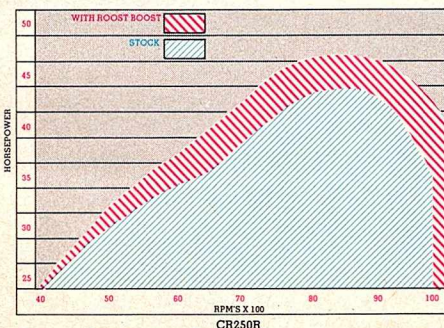
Answer's **Roost Boost**TM improves throttle response and increases power delivery in the middle to upper RPM ranges. This is accomplished by altering the stock ignition



curve, a trick that the factories have used on "Works" bikes for years.

If you want quick exits, make a quick entry... into your closest shop for an Answer Roost Boost... **\$59.95.**

- Solid state ignition modifier that gives you "Works" performance.
- Easy installation. No cutting, soldering, or modifications necessary.
- Will not overload or damage production ignition or CDI unit.



MOTOCROSS
ACTION

Magazine says... "The Roost Boost is not a gimmick — it works!"

DIRT BIKE

Magazine says... "Every bike we installed a Roost Boost onto had significantly improved power response."

ANSWER
ANSWER

ANSWER PRODUCTS, INC.,
27967 Beale Ct., Valencia, CA 91355 U.S.A.,
Phone inside CA (805) 257-4411
Outside CA (800) 423-0273
FAX (805) 257-4011

IN EUROPE:
ANSWER USA-EURO, Di Nani D. & C. s.a.a.,
Via Selvaggio, 47, 10094 Giaveno (To-Italy)
(011) 93.75.483 FAX (011) 92.76.938

IN CANADA:
Western Canada, R&M West (604) 276-8666
Eastern Canada R&M (416) 673-1707

Send \$5 for new giant format Answer Catalog.

ROOST BOOST APPLICATIONS: HON CR, XR, ATV • KAW KX, KDX, TECATE • SUZ RM, QUADRACER • YAM YZ, TT, IT, ATV • KTM/HUS



SUGARTREE

My turn: It is not often that a rookie holeshots and leads a race. At the start of moto two, 18-year-old Larry Ward (971) grabbed the 125 holeshot, but was soon passed by Guy Cooper (5). Larry soon passed Guy back and took the lead for three laps. Larry faded, but finished fifth, and fifth overall.



Hard charger: Young Yamaha support rider Mike LaRocco opened a lot of eyes with his charge through the pack in the first 125 moto. Mike reeled in all but the top three riders. He spent most of the second moto dueling with Chris Coleman (554), and finished eighth for sixth overall.

Painful return: Micky Dymond returned to 250 action while still on the mend from hand injuries. Unfortunately, his return was not as successful as Guy Cooper's. Micky finished a disappointing tenth in the first moto. He was forced to sit out moto two after re-injuring his hand during the first race. ►

He's back: In 1985 Broc Glover roosted to the 500 National Championships. He was happy. Two years of injuries followed, and he was unhappy. Broc is happy once again, as 3-2 moto scores netted him second overall, and placed him on the 250 victory stand for the first time in nearly three years. ▼



SUGARTREE



Breathing room: Jeff Ward (2) took advantage of Rick Johnson's mishaps to stretch his lead in the 250 Championship point standings. Jeff holeshot both motos and rode flawlessly to take a 24-point lead into the second half of the series.

◀ **Dogged Donnie:** Donnie Schmit has proven the sophomore jinx to be a fallacy. Donnie's fast and determined riding has kept him in the hunt to win another National, as well as in the 125 series points hunt. Donnie is a definite threat to the championship bids of both Eric Kehoe and George Holland.

SUGARTREE

THE FORGOTTEN MAN

WINNER: GUY COOPER

• **MXA:** Guy, you haven't raced since Gainesville. Did you expect to do so well?

Guy: I really didn't know how well I would do. I knew mentally that I was ready to go fast, but I wasn't sure that I could hold up under race conditions with my leg. It is still in the healing process.

At home, the soil is much the same as here in Virginia. It ruts and packs the same way, so I felt that I was getting in good training rides. Based on that, and the fact that I've always done well here, I figured I should have a good day.

MXA: What type of training have you been doing to get back in shape?

Guy: I started around the first of April to ride hard again. I've been putting in hour-long cross country rides and some really tiring rides on a gnarly supercross track. I also joined a YMCA, and have been doing some serious swimming. I do between a half mile and a mile. Swimming has been a big help in getting me back in shape. Jayna and I also play racquetball. Unfortunately, she beats me!

MXA: Tell us about your win.



Guy: The gate at Sugartree is forward falling, and I've always been able to get good starts on that kind of gate. I got a good jump, but hit the gate and it threw me off a bit. I came through the first turn fourth behind Larry Brooks, George Holland and Donny Schmit. I got past Larry and fell in behind Donny. He was riding really well, but he made a mistake and I was able to get by. I finally got past George, but Donny passed him, and was right on me again. I was so pumped when I saw the two lap sign. Had the race been any longer, I don't think I could have held Donny off. I was drained—mentally fatigued.

MXA: You always do good at Axton?

Guy: In the previous two years that we've raced here I have won the first moto, only to

◀ **Dramatic return:** After a five-month layoff with a broken leg, Guy Cooper returned to action at Axton with a bang. Guy surprised everyone by taking command of the first 125 moto early, and running away with the win. Guy cruised to third in moto two, to preserve the overall.

fade in the second and lose the overall. I was determined not to do that again. I got a great jump on the gate, and was second behind Larry Ward. I quickly passed him, but he passed me back! He was flying. He was going faster than I wanted to go, but I knew he wouldn't be able to hold that pace for very long. A couple laps later Kehoe blew past me in the whoop section, but I wasn't worried because he finished eighth in the first moto and couldn't win the overall. Late in the moto George Holland passed me, and I calculated that all I had to do was stay in third to win. And that's what I did. I rode smooth and consistent, I missed the first four motos of the year, but anything can happen. I'm just hoping to get some breaks and get back in the points race. •

RESULTS: 125/250 NATIONAL CHAMPIONSHIPS Axton, Virginia

125 CLASS:

1. Guy Cooper (Hon) 1-3
2. George Holland (Hon) 3-2
3. Donny Schmit (Suz) 2-4
4. Erik Kehoe (Suz) 8-1
5. Larry Ward (Yam) 5-5
6. Mike LaRocco (Yam) 4-8
7. Ron Tichenor (Suz) 9-6
8. Keith Bowen (Kaw) 6-9
9. Chris Coleman (Kaw) 10-7
10. Todd DeHoop (Suz) 11-10

250 CLASS:

1. Jeff Ward (Kaw) 1-1
2. Broc Glover (Yam) 3-2
3. Ron Lechien (Kaw) 4-4
4. Jeff Leisk (Hon) 6-3
5. Jeff Stanton (Yam) 5-5
6. Johnny O'Mara (Suz) 7-6
7. Mike Fisher (Kaw) 8-7
8. Brian Manley (Suz) 11-8
9. Rick Johnson (Hon) 2-D
10. Fred Andrews (Suz) 13-9

THE FRUSTRATED MAN

LOSER: RICK JOHNSON

• **MXA:** Rick, things didn't go too well for you today. Tell us about it.

Rick: It was a bum day. Things didn't feel right from the start. I sensed that things weren't going right. It was just one of those days.

MXA: What happened in the first moto?

Rick: It was bleak . . . I crashed on the first lap. I spent the better part of the moto trying to pass the pack to catch up to Jeff Ward. By the time I got to second place, Jeff had built up a big lead. He was long gone!

MXA: You and Jeff battled in the second moto until disaster struck. What was it?

Rick: I got a decent start, and within a few laps I had caught up to Jeff. The two of us began to dice. I passed him. He passed me back. That went on for a couple of laps. I got passed back again and was beginning to settle in to a good pace when the bike started to make funny noises. I thought that maybe I had swapped and knocked the gas petcock off or something, but that wasn't the case. I kept trying to see if I could find out what was wrong. I came past the mechanics area and the bike locked up—it seized! There was nothing I could do. The radiator hose elbow that goes into the cylinder had worked loose and I lost all the coolant.



Bad breaks: A crash on the first lap left Rick Johnson immersed in the 250 pack. By the time he had caught up to Jeff Ward, the moto was over. Rick and Jeff dived for a while in the second race, but a freak part failure resulted in a premature end to the battle and Rick's day.

MXA: How does something like that make you feel?

Rick: That's racing. I'm thankful that I'm here to talk about it. It could just as easily have seized over a big jump.

I'm not going to dwell on it. It happened, and now I have to think about the next race. I'm going to go out and give it everything I've got. Hopefully, things will work out. • □

Rick Johnson's too hip™

LOOK AT ALL THE NEW
T-SHIRTS \$11.99 S.M.L.XL



JOKER SHORTS ELASTIC LOGO WAISTBAND • SKULLS OR SOLIDS • XS, S, M, L \$22.99
WALKSHORTS \$33.99 XS, S, M, L



TOO HIP CAPTION QUIZ • FREE DUDS!
FILL IN CAPTION + BEST ONE GETS \$100 CERTIFICATE

SEND YOUR ENTRY IN NOW.
BEST CAPTION WINS.
JULY 1, 1988 DEADLINE.
JUDGES: R.J. AND HIS BAD BOYS.
• TRUCK MEET •



THUG PANTS \$39.99
SOLID PRINT. CONTRASTING POCKETS AND CUFFS • 26"-36"

TOUGH GUY PANTS \$39.99
ASSORTED PRINTS 26"-36"

BAD BOY STUDDERED WRIST BAND \$2.99

JOKER SHORTS \$10.99

THE SMALL PRINT
• CHECK OR MONEY ORDER
• CASH RESIDUALS
• 6.5% TAX
• ADD 10% SHIPPING

CALL TOLL FREE TO ORDER, TODAY!
1-800-345-8317 (NAT'L)
1-800-331-2285 (CALIF)

OR WRITE: **TOO-HIP™**
1979 PALOMAR OAKS WAY
CARLSBAD, CALIFORNIA 92009
SIZES + COLOR SUBJECT TO AVAILABILITY
ALLOW 2-6 WEEKS FOR DELIVERY, OK?

DIRT BIKE. **DIRT WHEELS** MAGAZINE

THE VIDEO



LIGHTS, CAMERA, ACTION!

Now available on one action-crammed, 30-minute videotape, the complete guide to both dirt bike and ATV adventure. It's the ultimate combination: hillclimbing MXers and sand-blasting three-wheelers, mud-slogging big-bores and flattracking quads. Learn how to tackle any kind of off-road obstacle on any kind of off-road machine. Get all the inside tips you need in one exciting, live action package. Order your copy of **DIRT BIKE/DIRT WHEELS: THE VIDEO** today!

INCLUDES:

- HOW TO CONQUER THE TWO TOUGHEST ATV OBSTACLES
- HOW TO GO FROM DIRT BIKES TO ATVs
- HOW TO WHEELIE LIKE A PRO
- HOW TO CLIMB KILLER HILLS
- PLUS, DIRT BIKE/DIRT WHEELS BLOOPS & BLUNDERS!
- AND MUCH, MUCH MORE!

AS SEEN ON TV!

DIRT BIKE/DIRT WHEELS: THE VIDEO ORDER FORM

☐ I WANT IT ALL! Please rush _____ copies of this comprehensive video at the super-low price of \$29.95 each. I have included \$4 postage and handling for each copy ordered. California residents add 6½% sales tax for each copy ordered. Canada and Mexico and other U.S. system-compatible TV okay. Other foreign formats not available.

NAME _____

ADDRESS _____

CITY _____

STATE/ZIP _____

☐ I am enclosing a check in the amount of \$_____
☐ Please charge to my VISA. ☐ Please charge to my MasterCard.

Card Number _____ Expiration Date _____

Signature _____

Which format? (check one) VHS _____ Beta _____

Please make check or money order payable to PLUS PRODUCTS and mail to Post Office Box 9501, Mission Hills, California 91345-9501. (818)365-6831
 Please allow three to four weeks delivery.

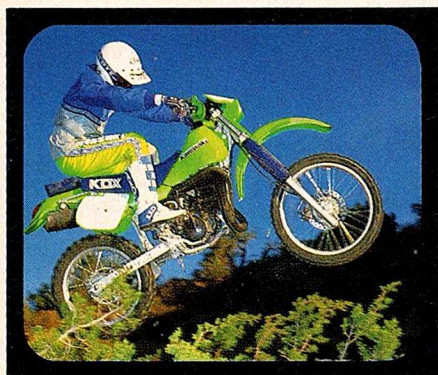
MXA8-8

DIRT BIKE MAGAZINE PRESENTS THE

HOTTEST VIDEO EVER!

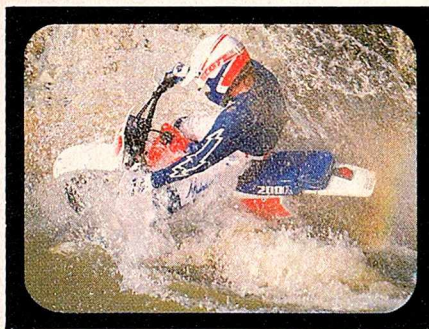
"OFF-ROAD SURVIVAL TACTICS"

SEE HOW TO CONQUER IMPOSSIBLE OBSTACLES ON YOUR OWN TV



Take off on a trailride with the editors of *DIRT BIKE* and their ace test pilots, including Yamaha's Jim Holley and ISDE Gold Medalist Larry Roesler. Learn all the inside secrets to handling rough terrain, with step-by-step instruction from the *DB* staff.

For both the weekend rider and the serious competitor, this 30-minute video offers valuable tips for maximum off-road fun. It's crammed with action, music and solid information. *OFF-ROAD SURVIVAL TACTICS*—don't hit the trails until you've watched it!



LEARN HOW TO:

- CLIMB KILLER HILLS
- CONQUER GNARLY RUTS
- HANDLE TRICKY WATER CROSSINGS
- MANEUVER OVER ROCKS, LEDGES, BUSHES, AND MORE!

ORDER YOUR COPY OF THIS ACTION-PACKED VIDEO TODAY!

OFF-ROAD SURVIVAL TACTICS VIDEO ORDER FORM

☐ I'M A SURVIVOR! Please rush _____ copies of this spectacular video at the super-low price of \$29.95 each. I also enclosed \$4 postage and handling for each copy ordered. California residents add 6½% sales tax. Foreign formats not available.

NAME _____

ADDRESS _____

CITY _____

STATE/ZIP _____

Which format? (check one) ☐ VHS ☐ Beta

☐ I am enclosing a check in the amount of \$_____. Please charge to my

☐ VISA ☐ MasterCard.

Card Number _____

Expiration Date _____

Signature _____

Please make check or money order payable to **PLUS PRODUCTS** and mail to:
Post Office Box 9501, Mission Hills, California 91345-9501 (Phone (818)365-6831)
Allow three to four weeks for delivery.

MXA8-8

WHAT THE AMA WANTS TO SEE

Who's Got the Right Ones for You

□ Numbers. They're something that every Motocrosser has to deal with—if they want to get scored. You go to the track and they tell you that you have the wrong number on your bike. Or they tell you it's not visible enough. Or, if you're Micky Dymond they tell you your number six has to be connected, even though it is the biggest, most visible number on the starting line. Whatever your number woes might be, we think the MXA guide to numbers will help. We've compiled information on the top number manufacturers and their AMA legal 8-inch block numbers. So read on and choose the numbers that suit you best.

MXA'S GUIDE TO NUMBERS

01234
56789

◀ O'Neal deluxe numbers: O'Neal's big block eight-inch and six-inch numbers are available in black or white and come three to a pack. Eight-inch numbers are \$1.80/pack and six-inch numbers are \$1.40/pack (retail or through O'Neal).

01234
56789

Answer Race Digits: Answer numbers are available in eight- and six-inch block style. Black or white are standard colors and there are other colors available. Eight-inch numbers: pack of three/\$1.60; pack of ten/\$4.99. Six-inch numbers: pack of three/\$1.35; pack of ten/\$3.99.

01234
56789

Dirt Digits: These are the original, slanted big block numbers that have set the standard for number manufacturers. They come three to a pack in eight- and six-inch sizes. The eight-inch numbers are \$1.80/pack; the six-inch numbers are \$1.40/pack. They come in black or white. □

THE HELMETS

are the new Bell/TUF Special edition Moto 4 in Team Colors, Suzuki, Honda, Yamaha, Kawasaki, Now with bold Graphics and That Famous Bell Quality and Fit. In sizes 7 1/8 thru 7 3/4. \$169.95

TUF.
Racing



*It's a TUF choice!
I think I'll keep
them all!*

THE PANTS

are the Series 95 pants from AX0 in TUF, Exclusive colors! HYDRONYL 490® AX0's trademarked fabric injection molded lettering and double stitched seams are among the features that make these the hottest pants on the track. In even sizes 28" thru 38" \$89.95

THE BOOTS

are the legendary AX0 Turbo Plus Motocross Boots! Exclusively from TUF, in hot new colors. Just what you'd expect when you take the #1 boot and add a dozen new features! In even sizes 7 through 13. Also in red, blue or white (not shown) \$159.95

TO ORDER TOLL FREE 1-(800) CALL-TUF.

**CUSTOMER SERVICE
OR IN ILLINOIS 1-(815) 756-3588**

FACTORY STARS OF THE FUTURE

TARGET SHOOT DOWN RICK JOHNSON

Move over, Johnson, Ward and Lechien, here comes the next generation

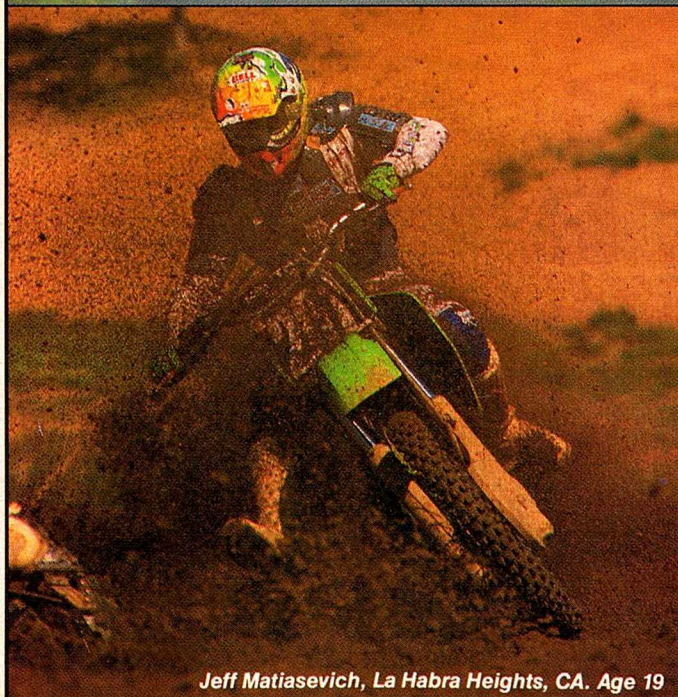
By Todd Smith



Ron Tichenor, Palm Harbor, FL. Age 18



Mike Larocco, Laporte, IN. Age 17



Jeff Matiasovich, La Habra Heights, CA. Age 19



Larry Ward, Snohomish, WA. Age 18



SUPER TUF SPECIALS!



AT TUF RACING WE OFFER FAST, FRIENDLY SERVICE! MOST ORDERS SHIPPED THE SAME DAY! WE WELCOME MC, VISA, OR AMERICAN EXPRESS ORDERS

BOOTS

AXO TURBO+BOOTS	\$159.95
ONEAL BULLETT BOOTS	\$139.95

GEAR BAGS

ANSWER GEAR BAG	\$49.95
AXO SPORT GEAR BAG	\$39.95

GLOVES

AXO SERIES 40	\$39.95
AXO SERIES 29	\$26.95
ANSWER A SERIES	\$19.95
ONEAL BULLETT GLOVES	\$25.95
ANSWER MUD GLOVES	\$ 3.95

GOGGLES

SCOTT MODEL 89 (all colors)	\$16.95
OAKLEY GOGGLES	\$16.95

GOGGLE ACCESSORIES

ROLLOFF SYSTEM	\$27.95
ROLLOFF FILM(pack of 4)	\$ 8.95
SCOTT VENTURI MASK	\$ 8.95
SCOTT VENTURI HALF MASK	\$ 5.95
SCOTT LENS	\$ 3.10
OAKLEY LENS	\$ 3.10

HELMETS

88 BELL MOTO 4 (all colors in stock)	
including Green	\$144.95
ANSWER-A-TECH Team Colors	\$119.95
ARAI MX PRO Tri Color	\$179.95
SHOEI VX3A Team Colors	\$189.95
BIEFFE Team Colors	\$ 99.95

JERSEYS

ANSWER	\$16.95
ANSWER PRO PAD	\$29.95
AXO SUPER	\$21.95
AXO SUPER PLUS	\$29.95
AXO SUPER PLUS (vented)	\$31.95
ONEAL	\$16.95
ONEAL BULLET JERSEYS	\$29.95
TUF JERSEYS	\$16.95
TUF/AXO SUPERPLUS	\$29.95

KIDNEY BELTS

AXO SUPERBELT	\$26.95
GOLD BELT "COOL ONE"	\$19.95

LUBRICANTS

SILKOLENE OIL	Price Per Bottle
RACING SUSPENSION FLUID	\$ 4.95
COMP2 (12.8 oz)	\$ 3.25
PRO2 (12.8 oz)	\$ 4.95
GEAR OIL LV	\$ 4.95
GEAR OIL MV	\$ 4.95
MAXIMA OIL	
FORK OIL (12 oz)	\$ 2.95
OCTANE BOOSTER	\$ 4.95
TRANS FLUID	\$ 4.95
PRO TRANS FLUID	\$10.95
SUPER-M (12 oz)	\$ 3.49

MISC.

TUF TIE DOWNS (ANCRA STYLE)	\$12.95
FREDETTE HANDSAVERS	\$37.95
ANSWER ROOST BOOST	\$49.95
ANSWER OVAL SILENCER	\$49.95
OURY GRIPS	\$ 4.95
ANSWER GRIPS	\$ 5.95
SCOTT GRIPS	\$ 5.95
ANSWER CHROMOLY BARS	\$29.95

ANSWER ALUMILITE BARS	\$37.95
MOTOCROSS SOX	\$ 4.95
TROY LEE VISORS	\$10.95
ANSWER NYLON WALLETS	\$ 6.95
TUF RACING PARTS BOOKS	\$ 3.95
PETTY TETHER KILL SWITCH	\$14.95
FMF REED BOOST (1 piece kit)	\$29.95
GAERNE BOOT POLISH	\$ 3.95
ATK FORK KITS	\$44.95
GOLD BELT DEBRUZER	\$ 5.95

WE ALSO STOCK A LARGE SELECTION OF GENUINE KAWASAKI AND SUZUKI PARTS. ITS BEEN SAID "IF TUF DOESN'T HAVE IT, YOU DON'T NEED IT!"

MOTOCROSS PANTS

TUF AXO SERIES 95	\$ 89.95
AXO SERIES 95	\$ 89.95
AXO SERIES 135	\$119.95
ANSWER TEAM PANTS	\$ 89.95
ANSWER PRO-GLO PANTS	\$ 94.95
ONEAL BULLET PANTS	\$ 89.95

PIPES

TUF PIPES	
88 KX80	\$139.95
88 KX125	\$139.95
88 KX250	\$149.95
88 KX500	\$149.95
88 RM80	\$139.95
88 RM125	\$139.95
88 RM250	\$149.95

OTHER LATE MODEL KX OR RM PIPES ARE AVAILABLE. PLEASE CALL FOR PRICES!

PLASTIC

TUF RADIATOR SHROUDS	(from)\$17.95
TUF DISC COVERS FRONT	\$18.95
TUF DISC COVERS REAR	\$18.95
TUF KX AIRBOX COVERS	\$10.95
FRONT FENDERS	\$19.95
SIDE PANELS	(sold in sets) \$29.95

REEDS

YEAR	MODEL	#	PRICE
88	KX80	Boy605	\$18.95
88	KX125	Boy607	\$22.50
88	KX250	Boy615	\$29.95
88	KX500	Boy615	\$29.95
88	RM80	Boy611	\$18.95
88	RM125	Boy606	\$22.50
88	RM250	Boy607	\$22.50

(REEDS AVAILABLE FOR MOST LATE MODEL MOTOCROSS BIKES. PLEASE CALL FOR PRICE AND INFO.)

SHOULDER PADS

ANSWER ACIII (FRONT ONLY)	\$59.95
ANSWER ACIII (FULL)	\$79.96
ONEAL ROK BLOK	\$84.95
ONEAL FRONT	\$59.95
AXO FRONT	\$59.95

SILENCERS

ANSWER SILENCER	(From)\$49.95
ADD ON SPARK ARRESTER	\$29.95
REPACK KIT	\$10.95

SPARK PLUS

NGK EV SERIES	\$4.25
NGK ES SERIES	\$1.49

SWEATSHIRTS (HOODED)

TUF SWEATSHIRTS	\$19.95
ANSWER SWEATSHIRTS	\$19.95

SPROCKETS

BLUE THUNDER REAR(MINI)	\$34.95
BLUE THUNDER REAR(125-500)	\$44.95
BLUE THUNDER COUNTERSHAFT SPROCKETS (ALL)	\$13.95

TIRES

DUNLOP 275/17 K490	\$20.95
DUNLOP 275/17 K690	\$27.95
DUNLOP 300/21 K490	\$54.95
DUNLOP 300/21 K139	\$49.95
DUNLOP 300/21 K990	\$54.95

DUNLOP 300/12 K490	\$16.95
DUNLOP 410/14 K490	\$24.95
DUNLOP 410/14 K690	\$31.95
DUNLOP 120/18 K490	\$35.95
DUNLOP 130/18 K490	\$36.95
DUNLOP 140/18 K490	\$39.95
DUNLOP 100/18 K595	\$54.95
DUNLOP 110/18 K595	\$59.95
DUNLOP 120/18 K595	\$64.95
DUNLOP 100/18 K990	\$54.95
DUNLOP 110/18 K990	\$59.95
DUNLOP 120/18 K990	\$61.95
BRIDGESTONE 300/21 M23	\$43.95
BRIDGESTONE 410/18 M22	\$47.95
BRIDGESTONE 510/18 M22	\$52.95

INNERTUBES

300/12 IT	\$4.95
275/14 IT	\$4.95
410/14 IT	\$5.75
275/17 IT	\$5.25
400/18 IT	\$8.25
500/18 IT	\$8.95
300/21 IT	\$7.95

MONTHLY SPECIAL

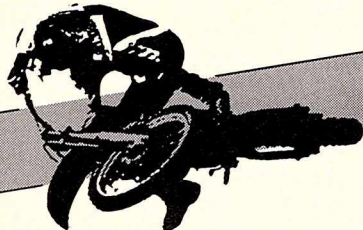
AXO TURBO II BOOTS (GREEN)	\$124.95
ONEAL ULTRA-LITE II GLOVES	\$19.95
ONEAL/TUF SPECIAL PANTS	
FLO GRN	\$69.95

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE



2727 SYCAMORE RD.
DEKALB, IL 60115

ORDERS ONLY!
1 800 CALL TUF
ILLINOIS RESIDENTS
OR TECH. INFO CALL
1 (815) 756-3588
VISA, MASTERCARD OR AMEX



***LOOK FOR KEITH BOWEN**
AT ALL THE 125
NATIONALS AND 250
SUPERCROSSES!

1. Prepaid orders over \$10.00 will be shipped FREIGHT FREE.
2. All C.O.D. orders must be over \$20.00 sent Freight Collect.
3. All pre-paid orders under \$10.00 must include \$1.50 shipping.
4. Personal checks allow 20 days before shipping.
5. Be sure to include size,color, and bike make.
6. Include phone number so we can contact if necessary.
7. Illinois residents add 6% tax.
8. Foreign orders add 10%

FACTORY STARS OF THE FUTURE

□ Although there are thousands of fast, quick and aggressive motocross racers in America, there are but a handful that will ever be good enough to become a factory star. It is often a long, well-travelled road that must be ventured down before a young rider can reach the top. It takes years of grooming through the mini and Amateur ranks, and hopefully it ends with a lucrative big-bucks contract. For the majority, the road ends far short of their hoped for destination. And the few that do get close to the pot of gold face the biggest obstacle of all—the current crop of super stars. Rick Johnson, Jeff Ward, Ron Lechien, Johnny O'Mara, Broc Glover and Micky Dymond aren't going to give up their jobs without a fight. To that end the MXA wrecking crew tracked down the four new shoes with the best chance to shoot down a current factory star, and take his job. Meet motocross' new young guns.

HOOSIER HOT SHOE



MIKE LAROCO

• "There isn't a whole lot to do around here," states Yamaha support rider Mike LaRocco about life in LaPort, Indiana. "The only thing to do is go to the movies, the mall or the beach. I suppose it helps keep me motivated and not goofing off." Apparently, Mike is extremely motivated, for his results show that he has been hard at work. The



Hey, Mikey: Quiet Mike LaRocco has been making some loud noises in his first year on the 125 National circuit. Mike has gained a reputation as a hard-charging rider with the ability to move through the pack and run with the leaders.

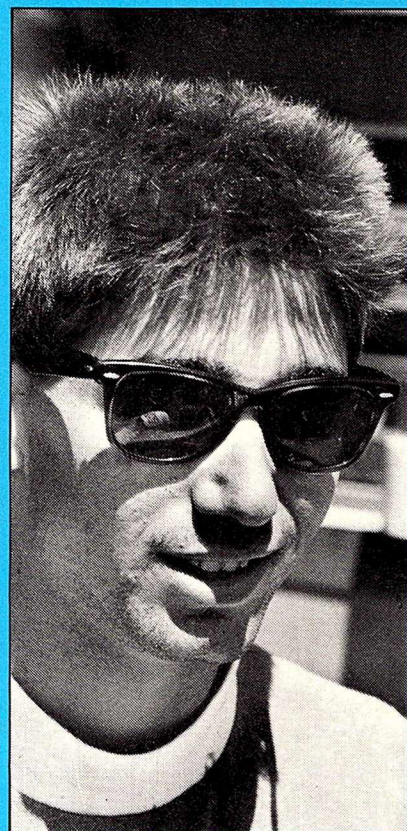
year 1988 is Mike's first year on the National circuit, yet he has looked like a seasoned pro, placing in the top ten at his first race and the top five in his second. Mike was so pleased with his success that he decided to give up his AMA Pro-Am status and go for the National points so that "I wouldn't have a spodey three-digit number for next year."

Mike takes his meteoric rise to a top contender in the 125 Class in stride. "I was really surprised at how well I did at Axton (first moto fourth). In fact, I didn't really know what was going on. I just went really fast, and the next thing I knew was that I had caught up to Cooper, Holland and Schmit. I got up behind those guys, and I didn't know what to do. It was such a rush racing right with those guys. I hope I can do it again soon."

Mike should have plenty of chances racing the long 125 Championship series, though, unlike most of the young racers, he is not enamored with the travel bug. "It's pretty boring driving to all the races, there's not a whole lot to see that's new. Although it's usually not too bad once we get there. It is tough trying to juggle travel, school and racing at the same time."

"It is worth it, though. I really enjoy the challenge of trying to beat other guys out on the track. There aren't a whole lot of people who are good at racing, so it's neat to be considered good. I'm just having a lot of fun." •

THEY CALL HIM CHICKEN



JEFF MATIASEVICH

• One of the hottest talents in motocross today is a 19-year-old native of La Habra Heights, California, that goes by the name of Jeff "Chicken" Matiasovich (pronounced Muh-tah-sah-vitch). Jeff has become a household name through his prowess on a supercross track. Jeff's fast, fearless and wild riding earned him the 1988, 125 West Coast Supercross title, and has surprisingly put him in the top ten in the 250 Supercross series as well. Jeff is Kawasaki's franchise player of the future, but he's paying dividends now.

Jeff is glad that his racing is paying off, since he has recently incurred some rather heavy and strange bills. "It's a good thing I've been doing so well. I just spent \$1300 to build a cage for my pet bobcat. The critter is getting too big and he keeps wiggling out and messing up the house. He's a lot of fun though, a really cool pet." When Jeff isn't busy with riding or chasing the cat about the house he is hanging out with his best friend, Chad. "I spend so much time involved with racing that it's great to hang out and do something-unrelated. We go jet skiing, surfing or just hang around and goof off. If I'm not with Chad, then I spend time with my girlfriend. I think it is important to



THIS YEAR WE'RE GETTING ON JEFF WARD'S BACK.

When you're 1987 AMA SuperCross Champ, very few people tell you how to improve. But when we saw Jeff Ward racing month after month without proper support, we got on his case. And put the AXO SuperBelt2 on his back.

Jeff discovered he didn't have to sacrifice comfort to get firm support. Because the SuperBelt's tough plastic shield provides stiffness in back, while a soft pliable



compound makes it flexible around the waist. And even if he gets all steamed up banging handlebars with Ricky, there's a nylon mesh vent to help keep his cool. Plus wide Velcro® fasteners for a snug fit up front.

After his first ride in a SuperBelt2 Jeff realized what he'd been missing all these years, and he forgave us for getting all over his back.

But just wait 'til he sees what we've done to his feet.

AXO Sport America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355 (800) 222-4296 (Outside CA) (805) 257-0474 (Inside CA)

AXO Superbelt2—\$35.95 Fits 28"—34" waist Red/White, Blue/White, White/Blue, White/Grey, White/Neon, Fluorescent Green • AXO XL Superbelt2—\$36.95 Fits 36"—42" waist. Red/White, Blue/White • AXO Kids Superbelt2—\$26.95 Fits 24"—28" waist. Red/White, Blue/White • Visa and MasterCard Accepted.



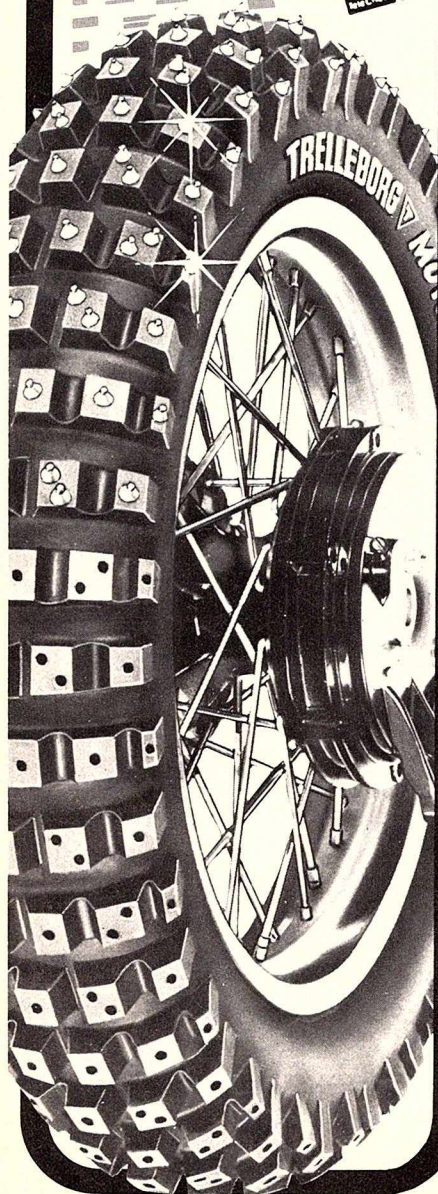
FACTORY STARS OF THE FUTURE

WINTER TRACTION
TRELLEBORG

BY **MOTO RACE**
P.O. BOX 861, WILBRAHAM, MASS. 01095
800-628-4040

Tire Sizes Available:
410-14, 275-17, 475-17,
450-18, 300-21

Special winter compound will not freeze in snow or ice. Front and rear, studded or not.



Athie Sanders



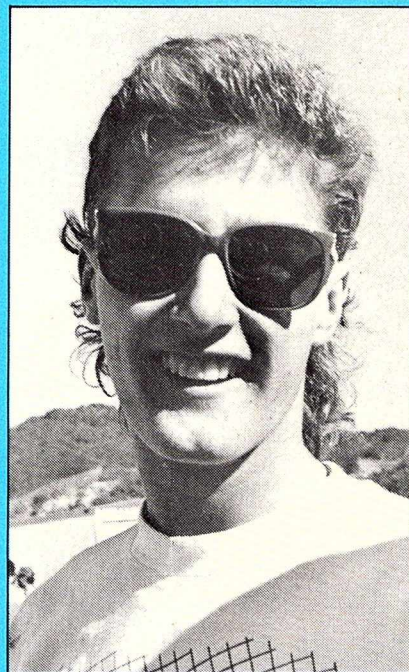
Green monster: Kawasaki is banking on the current and future success of Jeff Matiasевич. With the 125 West Coast Supercross title already in hand, as well as top finishes in the 250 Class, Jeff has proven himself to be a franchise rider.

do things other than just ride, train and race. Otherwise, you burn out and lose the motivation."

Jeff is able to keep motivated through his diversions as well as by the involvement with his family. "My folks are great, I think that they haven't missed more than two races since I started. They have backed me 100%. I owe a lot to my brother Jimmy, who is sort of like my manager. He takes care of all the details and does whatever it takes to help out."

Jeff also credits his mechanic Jerry Campbell for his success. "Jerry and I work real close together. We train and practice together. He is always pushing me and watching what I do, like a coach. He makes a big difference." But Jeff also knows that, invariably, success is up to the individual rider. Success or failure rests on his shoulders. "It is going to take a lot of hard work on my part. There are so many things to learn, and it is so easy to get distracted. I've been fortunate in that I have been riding a lot with Jeff Ward and I've been able to learn from watching him, and from what he tells me. My goals now are to keep improving and hopefully win a National this year. I think I will have a good shot at the title next year if things keep going the way they have." •

THE MAN FROM SNOHOMISH



LARRY WARD

• "The feeling was just fantastic, it was unreal. It is something I will never forget." The incredible feeling Larry Ward is referring to is that of leading a 125 National, ahead of some of the best riders in the world. In just his third National event, Larry led the second moto at the Axton, Virginia, National for three laps. It is a feeling the 18-year-old native of Snohomish, Washington, plans to experience again in the near future.

"I now know what it takes to run up front with those guys, the guys that I have looked up to for so long. I know I have what it takes, I just have to work a little harder to develop it to the point where I can run up front for a whole moto." Larry is part of the new breed of strong, aggressive racers who have been able to step right into the forefront of professional racing and make their mark, despite having been in amateur ranks just a few short months ago.

A good deal of the credit for that success can go to the close-knit involvement of Larry's family. His mom, Kayleen, drives the bikes cross country and manages things, while stepdad Harry handles the wrenching chores. "I think family involvement is one of the best things about racing. We are a team effort, and they really help push and motivate me. To be successful in the upper amateur level and as a privateer you have to have that strong base of support. I'm really glad I have them, I can't imagine doing this without them."



WARDY MAKES BIGGEST NEWS OF THE YEAR EVEN BIGGER.

When we introduced the all-new Turbo Plus boot recently, it was very big news. So big, in fact, that the only way to top it would be to wrap the world's finest boot around the world's fastest feet. So that's just what we did.

And ever since he first strapped on the Turbo Plus, Jeff Ward's been impressed with its remarkable engineering (like lever-lock



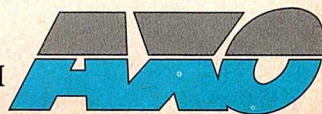
buckles). Ingenious construction (our dual-injection molding). Functional designs (the wedge-shaped shin guard). And space-age materials (all-plastic straps).

In short, Jeff's been enjoying more comfort, protection and flexibility than ever before. Which not only are what the world's fastest feet truly deserve. They're what Wardy needs to do what Wardy does best.

Make the big news.

AXO Sport America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355
(800) 222-4296 (Outside CA) (805) 257-0474 (Inside CA). **AXO s.n.c.**, Italy Telex 215566 AXO I
Available in White, Blue, Red, and Black (Black available in size 13)

Visa and MasterCard Accepted.



EK

EK RACING

ENGLE ENGLE ENGLE
KAWASAKI

**RACER
DISCOUNT
ON ALL PARTS!**



KX SPECIAL

PORTING, HEAD MODS, KIPS
\$134.95 ALL MODELS

KX SUSPENSION

SHOCK OIL CHANGE \$49.95
REVALVING \$99.95

KX ENGINE REBUILDS

FROM \$99.95 FREE CRATE!

**KAWASAKI
PARTS
= FAST**



COD

CASH

MONEY ORDER

FACTORY STARS OF THE FUTURE

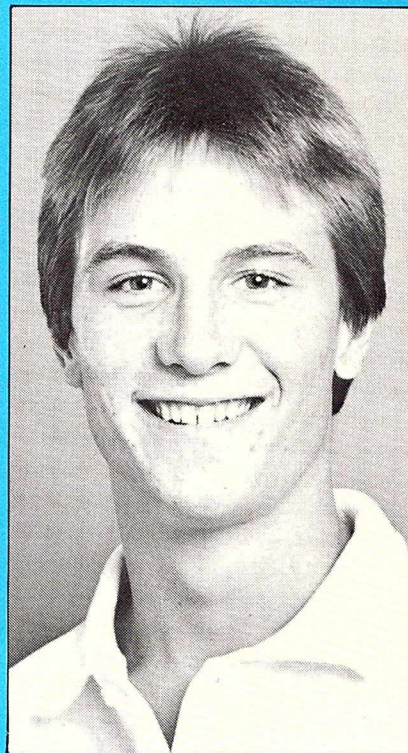


Snohomish kid: Snohomish, Washington's Larry Ward has shown that he has the versatility to run up front both indoors and out. Larry plans to stay a Pro-Am rider and retain his eligibility for the Amateur National Championships.

Another thing Larry likes about racing is the travel. "One of the really neat things about racing at this level is getting to travel around the country. It is a lot of fun seeing new people and places." Yet when asked, Larry will say he prefers his home state to any of the places he has been to date, "On a sunny day there is no place to compare with here." And what is Snohomish like? "It is pretty mellow. The town is primarily a farming community, but it is starting to get urbanized. It is only about 30 miles from Seattle, so there is an interesting cross between farmers and yuppies. It is an easy place to live. Plus there are a lot of great places to ride."

As for places to ride, Larry will be riding on plenty of new tracks as he continues to tour the country, gaining experience for the future. "Right now, the plan is to hit as many Nationals as possible, so I can learn the tracks for next year. This year I will remain a Pro-Am rider so I can race at the amateur Nationals. I'm hoping all this experience will pay off with a title or two at those races, and will lead to a title in the 125 West Coast Supercrosses next year. Hopefully, I'll be able to finish in the top three outdoors and pick up a factory ride. Those are my immediate goals for the future." And what will it take to achieve those goals? "A lot of hard work and consistency, both on and off the track. It will be tough, but I'm ready to do what it takes to be the best."•

VETERAN AT 18



RON TICHENOR

• In his third year of National competition, 18-year-old Ron Tichenor is already a wizened veteran, and a champion to boot (having won the 1987 East Coast 125 Supercross title). Yet despite having won the 125 Supercross title, little attention was paid to either he or his fellow classmates. Says Ron, "I don't think much attention is given to the guys in the 125 Supercross series. It is a support class, but the racing is really good. They should be given their due!"

If the spotlight missed Ron Tichenor last year, it was one of the few times in his long career that it has. "My dad owns a shop so it was natural that I start riding. My racing career began on BMX bikes when I was six. The year after that I got an MR50 and started racing. I got a second place in my first race. Since then, racing is all I have wanted to do." And racing is something that the young Floridian has done well. At the tender age of eight Ron was a Yamaha support rider in the 60cc Junior Cycle class. Ron stayed with Yamaha for five years before moving to Kawasaki's Team Green. While on the Green bikes, Ron garnered a bundle of titles at Ponca City, Loretta Lynn's and the Mini Olympics.

In 1986, in his first year as a professional, Ron traveled the national circuit on a Kawasaki support deal along with Tyson Vohland and Rodney Barr. "It was quite a learning experience. The biggest thing



PLUS PRODUCTS
PRESENTS BRAND NEW

MX Videos!!!

There's a good chance that you did not get to attend a Supercross event in 1988, but if you own a VCR, you have access to the best seat in the house! Plus Products, in association with MOTOVIDEO, is pleased to present four new video releases starring your favorite Supercross heroes, as well as our two popular instructional.

1987 SUPERBOWL OF MOTOCROSS—LOS ANGELES COLISEUM. THE MOST AMAZING COMEBACK IN SX HISTORY!

At the end of the 1987 season, Jeff Ward has the #1 plate wrapped up, but R.J. is determined to close the season with a win. When the Main Event begins, R.J. is down in the first corner and privateers have two of the top three spots. You'll see R.J. pass every rider in the Main Event... and move into the lead with just one lap to go!!! —60 minutes.

1988 ANAHEIM RACE—ANAHEIM STADIUM. R.J. AVENGES HIS LAST YEAR'S KNOCKOUT!

One year ago, Jeff Ward took the Main Event while Johnson was in the back of an ambulance. This time, Mickey Thompson is running Anaheim, and all the factory guns are ready to race! Micky Dymond is on a new Yamaha, Ward has a big #1 on his Kawasaki, R.J. has a score to settle, and Broc Glover wants a comeback here. It's the first stadium event of 1988!!! —60 minutes.

1988 AMA SUPERCROSS OPENER—HOUSTON ASTRODOME. JEFF WARD MAKES IT FOUR IN A ROW.

For the first time ever, the AMA season opener was truly an indoor event, under the Astrodome. Jeff Ward owns the track and this year was no exception. When the checkered flag fell, Rick Johnson could do no better than second, but charging hard on his brand-new Yamaha, Micky Dymond took third for the second race in a row, reminding the pits that the 125 National Champ is ready to beat the 250s! —60 minutes.

1988 PONTIAC EVENT—THE SILVERDOME THE MOST THRILLING RACE OF THE SEASON.

It's Sunday afternoon, and Jeff Ward is trying to hold the lead in the Main. Johnson had won the night before and is now charging through the pack. R.J. takes the lead! Ward takes it back!! Rick falls, then gets off again. Now he's back up and right next to Jeff in the corner. They touch!!! The cameras are ~~THE~~ *close* to the action, and if you own a VCR, you can be, too!!! —60 minutes.

JUST \$49.95 PER TAPE! ALL TAPES AVAILABLE ON HIGH QUALITY VHS OR BETA FORMAT. USE THE COUPON BELOW TO ORDER!

AND DON'T FORGET ABOUT OUR POPULAR INSTRUCTIONAL VIDEOS! *DIRT BIKE /DIRT WHEELS—THE VIDEO* is a 30-minute guide to motorcycle and ATV riding that shows you how to handle obstacles like mud, hills, water and jumps on your own bike! The editors of *DIRT BIKE* also have available *OFF-ROAD SURVIVAL TACTICS*. Take a ride with factory motocross rider Jim Holley and ISDE medalist Larry Roeseler as they teach you the best way to ride and maintain a motorcycle. Both videos sell for \$29.95 each.

PLUS PRODUCTS VIDEO ORDER FORM

- ☐ 1987 SUPERBOWL OF MOTOCROSS.....\$49.95 ea. _____
☐ 1988 ANAHEIM TRIPLE CROWN OPENER....\$49.95 ea. _____
☐ 1988 HOUSTON AMA SUPERCROSS OPENER..\$49.95 ea. _____
☐ 1988 PONTIAC AMA SUPERCROSS.....\$49.95 ea. _____
☐ DIRT BIKE/DIRT WHEELS—THE VIDEO.....\$29.95 ea. _____
☐ DIRT BIKE'S OFF-ROAD SURVIVAL TACTICS...\$29.95 ea. _____

POSTAGE & HANDLING (\$4/1 tape, \$7/2 tapes, \$8/3 or more tapes) _____

California residents add 6-1/2% sales tax _____

TOTAL ENCLOSED (do not send cash) _____

☐ VHS ☐ BETA

NAME _____ AGE _____

ADDRESS _____

CITY _____

STATE/ZIP _____

_____ VISA _____ MASTERCARD # _____

EXP. DATE _____ SIGNATURE _____

Make check or money order payable to PLUS PRODUCTS and mail to Post Office Box 9501, Mission Hills, California 91345-9501. Phone: 818/365-6831. Please allow 3 to 4 weeks' delivery time. (Fastest service with money orders.)

ACTION HONDA

YOUR CR SPECIALIST

**WE RACE WHAT WE SELL!
HUGE CR PARTS
INVENTORY IN STOCK!
SAME DAY SHIPPING!**

**WE HAVE THE BEST PRICES
ON GENUINE HONDA PARTS!**

PISTON KITS (Pistons, Rings, Pin, Brg., Clips)

RING SETS	24.98	-	84.98
CABLES	6.98	-	20.98
AIR FILTERS	5.48	-	8.28
GASKET SETS	7.78	-	21.98
FRONT SPROCKETS	9.48	-	33.98
REAR SPROCKETS	4.48	-	11.28
SERVICE MANUALS	14.68	-	43.98
FORK SEALS	15.98	-	28.98
	4.28	-	9.98

TWIN AIR FILTERS	14.98
RENTHAL RJ BEND BARS	38.98
AXO, FOX, ANSWER IN STOCK	
DUNLOP K695 IN STOCK	

ENGINE & SHOCK SERVICE

BORING	35.00
PRO PORTING	150.00
SHOCK OIL CHG	49.00
PRO SHOCK REBUILD	
AND REVALVE	105.00
CARTRIDGE FORK CLEAN & REBUILD	52.00

**THE SOUTH'S
RACING LEADER**

**ACTION
HONDA
RACING**

**TO ORDER CALL
1-404-427-5368**



**Intro Special FREE UPS Shipment
Fed Ex Overnight Available**

**993 S. Cobb Drive
Marietta, GA 30060**

Ward & Lechien WIN WITH CAPS™

Your body gets tired long before your bike does.

**SUPERCARGE YOUR BODY WITH CAPS™
THE CO-ENZYME ATHLETIC PERFORMANCE SYSTEM**

Jeff Ward says: "It's totally amazing! ENDUROCAPS eliminated my forearm pump-up. And with RACECAPS, even after the toughest Moto, I'm completely recovered and fresh for the final. CAPS brings out my best. It'll work for you too."

Roy Turner, Manager of Team Kawasaki says: "If any thing is responsible for Lechien's new found speed, endurance and consistency in 1988 - it's the CAPS program."

***** SPECIAL NO-RISK OFFER *****
Readers of "Motocross Action" can now receive a no-risk introductory trial package of RACECAPS and ENDUROCAPS. Get 60 RACECAPS and 90 ENDUROCAPS with complete instructions on how to use them for only \$39.85 + \$4.50 shipping & handling. (You save \$30.)

Ride with CAPS for 30 days and see the difference in **extended performance, increased endurance and shortened recovery time**. If, for any reason, you're not satisfied, just let us know and your money will be refunded — no questions asked.

Special Bonus - receive a set of CAPS stickers and heat transfers. They're yours FREE when you order the no-risk trial package of CAPS products.

Quantity prices are available to members of clubs and groups. Ask about these special wholesale prices when you call.

Call 1-800-336-1977 (U.S.) or 1-800-441-1977 (Calif.) with your VISA or MasterCard. Or send your check for \$44.35 to:

**CAPS; Suite 205MXA; 2886 Geary Boulevard
San Francisco, CA 94118 • (415) 931-1977. CALL TODAY.**

FUTURE STARS



Hot property: At the end of the 1988 season Ron Tichenor's contract with Suzuki will be up. Ron's impressive rides, experience and reputation as a hard trainer should start a bidding war between the factories.

about the pros is that everyone goes wide open for the full moto. It takes a lot of concentration and conditioning to be successful. At first it was really tough."

Being a rookie might have been tough, but being an injured rider with a one-year contract is even tougher. At the start of this season, Ron was tabbed to be one of the hot prospects of '88. But a knee injury and then a shoulder injury quickly brought out the doomsayers, who began sounding his demise in the competitive world of the support rider. Yet Ron battled back with an intense training program and placed sixth in the opening National at Gainesville. He followed that with a fifth in the Daytona Supercross and a third at the Hangtown National. He was by no means on the ropes. On the contrary, his determination has opened the eyes of many in the sport, including those of his bosses at Suzuki. "This year I've been getting more works stuff and more help from the factory. It's been good, I enjoy working with people at Suzuki, they are good people to work for."

Naturally, Ron's plans for the future include winning a few championships. "I think I have the speed and ability to win a few races this year and, hopefully, the 125 championship next year. I also plan on finishing in the top in the Supercross series. I'm really looking forward to the next few years, I know I can win, and that is what I plan on doing." • □

DG
JT RACING

Torque Center's Got It.

Ask the Experts

WE STOCK EVERYTHING!

O'NEAL
ANSWER

AXO SPORT

The \$99.95 Special PANTS, JERSEY AND GLOVES

MOTO-X FOX

FOX COMP-2 BOOTS, '88 STYLE 179.95 <small>Free socks</small>	GEAR BAGS from 29.95	FOX ROOST 2 84.50
AXO TURBO BOOTS 139.95 <small>Free socks</small>	ANSWER PRODUCTS in stock <small>'87 Trick Stuff</small>	BURTON SNOWBOARDS IN STOCK
O'NEAL BOOTS from 99.95 <small>Free socks</small>	AXO PRODUCTS in stock	ELBOW GUARDS in stock
FOX DIRT BOOTS 99.95 <small>Free socks</small>	AXO SUPER PLUS JERSEY ... 34.95	O'NEAL ROK-BLOK 89.95
HI-POINT BOOTS from 169.95 <small>Free socks</small>	MX PANTS from 59.95	SINISALO PRODUCTS IN STOCK
SIDI CARLA BOOTS 149.95	O'NEAL PANTS from 79.95	JT V4000, V3000, V2000, V1000, V500, S-1 SINISALO, FLAK 2 and more from 24.95
SIDI CYCLONE BOOTS 129.95 <small>Free socks</small>	GOLD BELT, AXO BELT or FOX BELT from 18.49	JT HELMETS in stock
HI-POINT BOOTS 119.95	JERSEYS—OVER 1000 IN STOCK. <small>Name & number printed free on charge-card orders only</small> from 14.95	ANSWER A-TECH 119.95
BABY VICTORY SZ. 1-7 <small>Free socks</small>	HANDGUARDS from 19.95	MOTO 3 129.95
FOX PAWTECTOR GLOVES ... 24.50	PLASTICS PACKAGE 59.95 <small>Front & rear fenders & side panels</small>	MOTO 4 149.95 <small>Before ordering, measure your head 1" above the eye- brows and around the largest part of your head.</small>
JT FLEXON GLOVES 34.95	MALCOLM SMITH GORE-TEX JACKETS from 99.95	ARAI MX80V PRO TRI-COLOR 199.95
AXO SERIES 29 GLOVES 29.95 <small>Free hand gloves</small>	Gore-Tex pants in stock	ARAI MX80V PRO PLAIN 179.95
SCOTT 89 GOGGLES 18.95 <small>Free lens</small>	BEL-RAY, PJ1 case prices <small>Golden Spectro, Maxima & more</small>	SHOEI HELMETS from 69.95
OAKLEY GOGGLES from 16.95 <small>All Oakley trick products</small>	PSI PIPES in stock <small>DMC, RPS & Answer Silencers</small>	CROWN HELMETS '87 and Fiberglass from 59.95
SMITH TURBO GOGGLES 59.95	DISC GUARDS: Maier, RPS & DeVol	RENTHAL HANDLEBARS 39.95 <small>Free grips</small>
AXO TURBO PLUS BOOT ... 159.95	BOYSEN REEDS in stock	CHAIN & SPROCKET KITS , from 49.95
SMITH ROLL OFFS from 24.95 <small>Free extra roll</small>	PACKAGE PRICES ON ANY ITEMS	DUNLOP K595 & K990 in stock
		METZELER TIRE call for prices
		BRUSH GUARDS from 41.95

ACCESSORIES ARE OUR SPECIALTY

MX•ATV•ENDURO•ROADRACE•SKATEBOARDS•BMX•FREESTYLE•TOURING



**TORQUE
CENTER**
14666 W. NATIONAL AVE.
NEW BERLIN, WI 53151
(10 min. from Milwaukee—
1 hr. from Chicago)

FOR PRICE INFO
AND CHECKING
ON ORDERS
1-414-786-4420

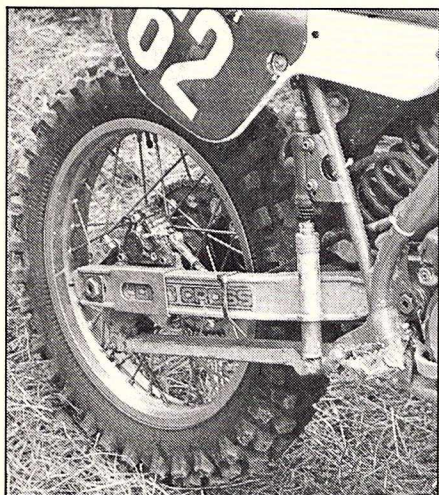
FOR ORDERS ONLY
1-800-255-2112

- WE ARE ONE OF THE LARGEST STOCKING DEALERS IN THE USA
- OVER ONE QUARTER MILLION DOLLAR INVENTORY
- WE WELCOME CANADIAN, ALASKAN & HAWAIIAN ORDERS
- WE ACCEPT MASTERCARD, VISA, AMERICAN EXPRESS & DISCOVER
- C.O.D. ALSO AVAILABLE

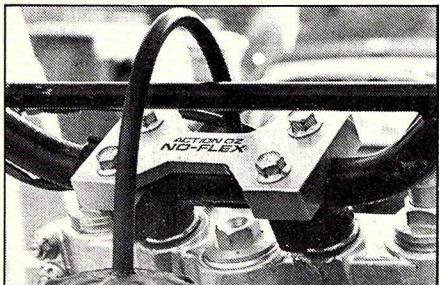
THE BEST & WORST MX INVENTIONS

□ Motocross is a sport that begs for ingenuity and invention—something can always be made to work better. For years, people with a little spare time and a knack for inventing have tried to come up with products which would revolutionize the industry. Some succeeded and some didn't. Although the big corporations are responsible for many of the better technical innovations, they aren't responsible for them all. Many times they have gotten ideas from independent entrepreneurs, copied them and marketed them as their own. Yes, some things can be made to work better, but that's not to say that everything that is intended to work better even works at all. Regardless, you do have to give the designers credit for trying to make racing better for all of us.

They seemed like a good idea to someone



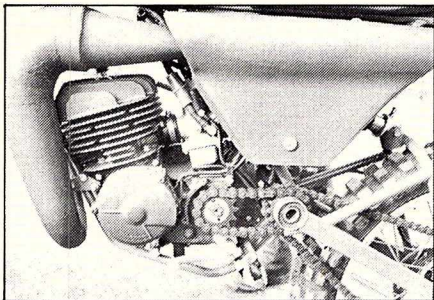
The precursor again: Yamaha and Belgium engineer Lucien Tilkens first made waves when Yamaha released Tilkens' Mono-shock design in 1975. Tilkens then came up with this hydraulic damping system which worked off the rear brake. Years later Yamaha called it the BASS system.



Not just an accessory: The one-piece bar clamp was once the product of small custom performance shops, but is now found on production bikes. The clamp reduced handlebar flex—and looked cool!



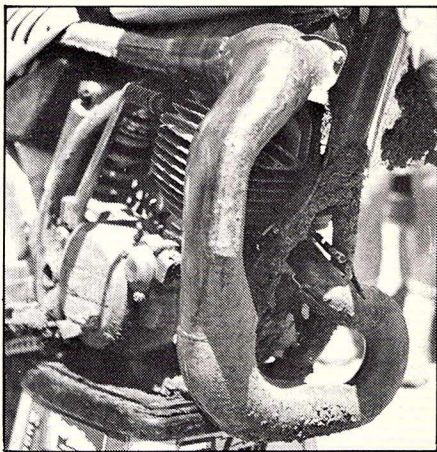
Like a bomb: Even the factories are capable of bad inventions. Suzuki gets an award for its much heralded but quickly discarded Supercross bikes with a dummy gas tank that housed an air filter and a dummy airbox which housed a gas tank. It didn't work.



The ultimate test bed: Through the years, probably no bike was changed more for inventions than the Honda Elsinore. This rider had a monoshock with a jackshaft chain system using two countershaft sprockets. Pretty wild!



Slip-sliding away: KTM factory rider Jaak Van Velthoven created this anti-slip seat cover to keep his extremely tall body on the bike during a muddy Grand Prix.



Form follows function: In a desperate attempt to be innovative and economical, Yamaha created the pancake pipe for World Champion Hakan Carlquist's Open bike. The water-cooled competition was still too tough, and Yamaha was forced to switch when the fight became futile.

CHAPARRAL

ANSWER

Pro Glo Pants	\$99.99
Pro Glo Jersey	16.99
Team Pants	89.99
Econo Pants	59.99
Pro Line Jersey	29.99
A-2 Pro Gloves	20.99
Specialcross Glv	32.99
A-1 Gloves	14.99
Wet Gloves	3.99
AC-111 Full	79.99
AC-111 Lite Front	59.99
Kidney Belts	26.99
Team Hats	6.99



Plus Jerseys	30.99
Super Jerseys	21.99
Cotton Jerseys	15.99
Youth Jerseys	14.99
#135 Pants	109.99
#95 Sport Pants	89.99
Superbelt 11	29.99
SC-2 Protector	59.99
#40 Gloves	38.99
#29 Gloves	27.99
Lg Sport Bag	36.99
A.I.R. Boots	179.99
Turbo Plus Boot	159.99
Boot Socks	10.99

Gear

Pro Team Jerseys	\$26.99
Gloves Logo	16.99
Gloves Pro	23.99
Kidney Belts	19.99
Pro Team Pants	89.99

HAULMAN

Viking Jersey	\$31.99
Viking Pants	99.99
Viking Gloves	24.99
SIDI Boots	159.99
Dirt Racing Boots	119.99
Champ Gloves	10.99
Tech 11 Gloves	19.99
USA 11 Gloves	14.99
Dirt Gloves	7.99
Pro GP Gloves	16.99
Mach 5 Protector	89.99
Elbow Guards	18.99
Mach 5-F	49.99
Pro Armor II	75.99
Jr Pro Armor	59.99
Heatsavers	36.99
Feet Heat	19.99
Bunsavers II	20.99
Vertabets	29.99



Bullet Pants	\$99.99
Bullet Jerseys	29.99
Bullet Gloves	26.99
Bullet Boots	139.99
Trail lite Boots	104.99
Ultra lite pants	79.99
50/50 Jerseys	18.99
100% Jerseys	14.99
Cool lite Jerseys	18.99
Pro Lite Gloves	15.99
Qualifier Gloves	19.99
U-Grip Gloves	3.95
Cool lite Belts	24.99
Rok Block Protector	89.99

Minimum Phone Order 20.00

Orders Under 20.00 mail in and include \$ 3.00 shipping

Ad Expires with Publication of next issue

USA Racing

Racing Pants	\$59.99
Racing Jerseys	14.99
USA Gloves	14.99
Race Kits sz. 2-6	36.99
Race Kits sz. 8-12	59.99
Short Kits sz. 2-6	16.99
Shorts Kits sz. 8-12	19.99
Pit Kits sz. 2-6	24.99
Pit Kits sz. 8-12	28.99

Sunglasses

Oakley	
Eyeshades	\$55.99
Frogskins	33.99
Blades	59.99
Razor Blades	66.99

Scott	
Sport Shield	32.99

Casual Wear

AXO	
Sweat Pants	16.99
Backpacks	21.99
Mtn Bike Boots	69.99
Cycle Shirts	30.99
Cycling Shorts	24.99
Cycling Gloves	24.99
T-shirts	8.99
Sweatshirts	21.99



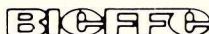
Track Shoes	25.99
Lycra Skins	19.99
Action Shorts	24.99
T-shirts	8.25



VT-1A	\$89.99
VX-3V	159.99
VX-3V Team	209.99



Moto 4	\$149.99
Rick Johnson	179.99
Moto 3	119.99



JBX-6	\$79.99
BX-6	89.99



MX Pro Solid	\$159.99
MX Pro Multi	189.99



GX747	\$64.99
GX707	39.99
ATV/MotoX	34.99
100 Series	19.99



Ram Air	\$39.99
---------	---------

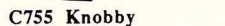


A-Tech	\$129.99
--------	----------

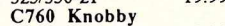
Oakley	
O-Frame	\$12.99
Pro-Frame	15.99
L-Frame	19.99
Face Mask	9.99

Smith

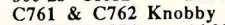
SMX	\$17.99
SMX w/roll off	31.99
CMX	17.99
CMX w/roll off	31.99
Turbo Fan	54.99



C755 Knobby	
410-14	18.99
460-17	24.99
530-17	31.99
410-18	22.99
460-18	26.99
530-18	31.99
300-21	17.99
325/350-21	19.99



560-17	33.99
560-18	34.99
C183D/703 Knobby	
385-14 C183D	17.99
500-17 C703	29.99
360-18 C183D	19.99
410-18 C183D	23.99
460-18 C183D	29.99
500-18 C703	30.99
530-18 C703	34.99
300-21 C183D	18.99
300-23 C183D	20.99



110/80-14 C761	16.99
130/80-17 C761	26.99
150/80-17 C761	33.99
120/80-18 C761	23.99
130/80-18 C761	25.99
140/80-18 C761	28.99
150/80-18 C761	35.99
80/80-17 C762 F	10.99
100/80-21 C762 F	17.99

Standard Knobby Tire

300-12	8.99
275-14	9.99
300-14	12.99
350-14	16.99
375-14	19.99
300-16	14.99
275-17	11.99
300-17	15.99
275-18	12.99
350-18	20.99
400-18	24.99
450-18	29.99
275-19	12.99

AERO SPORT

Aero Boots	\$99.99
Aero Boots kids	69.99
50/50 Jerseys	16.99
Kidney Belts kids	14.99
Kidney Belts reg.	18.99
Kidney Belts XL	19.99
Team Pants Adult	69.99
Team Pants Kids	49.99
Aero T-shirts	8.99
Hood Sweatshirts	18.99
Wet Gloves	3.99
MX Gloves	14.99
Enduro Jackets	99.99
CHEST PROTECTORS	
Youth	49.99
Youth Elbow	12.99
Adult Front Only	39.99
Adult Arms	12.99
Adult Back	18.99

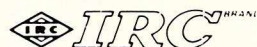
Scott

87 over glasses	18.99
89 lexan lenses	14.99
89S small frame	14.99
90 gradient lense	18.99
99 hardcoat lense	22.99
83 std lenses	12.99
109 vented	19.99
199 vent fog free	24.99
Standard mask	5.99
Venturi mask	7.99
1/2 Venturi	5.99



BRIDGESTONE

300x21 M23 Front	33.99
80/100x21 M23 Front	33.99
90/90x21 M39 Front	32.99
410x14 M22 Rear	21.99
90/100x14 M22	24.99
300x16 M22 Rear	22.99
510x17 M22 Rear	42.99
410x18 M22 Rear	39.99
400x18 M22 Rear	42.99
510x18 M22 Rear	46.99
110/100x18 M22	46.99
120/90x18 M40	44.99
130/90x18 M40	46.99



IRC GP1 Enduro Tire

350-17	29.99
460-17	33.99
510-17	38.99
300-18	22.99
410-18	29.99
400-18	36.99
460-18	36.99
510-18	40.99
300-21	23.99
325-21	29.99

IRC GP 110 Enduro Tire

460S-17	39.99
510S-17	41.99
410S-18	37.99
460S-18	40.99
510S-18	46.99
275S-21	26.99
300S-21	29.99

IRC TR 1 Trials Tire

300-16 {GP-2}	22.99
350-16	19.99
275-17	16.99
300-17	19.99
325-17	20.99
350-17	23.99
275-18	19.99
325-18	23.99
350-18	27.99
400-18	35.99
450-18	40.99
275-19	16.99
300-21	18.99

MSB Knobby Soft Terrain

110/80-14	28.99
120/80-18	37.99
130/80-18	43.99
140/80-18	47.99

Knob Intermediate Terrain

300-12 MOAR Rear	16.99
300-14 MTC Rear	16.99
360-14 45Z Rear	20.99
410-14 MOAR Rear	25.99
110/80-14 M3 Rear	28.99
250-16 45Z Front	18.99
410-18 MOC Rear	36.99
120/80-18M3A Rear	36.99
510-18 MOC Rear	43.99

IRC Knobby Hard Terrain

110/80-14 M5A	28.99
120/80-18 M5A	37.99
130/80-18 M5A	43.99
70/100-17	20.99
70/100-21 M2E	25.99
100/80-21 M2E	29.99

IRC VE Enduro Knobby

460-17 VE 33	34.99
100/100-17 VE33	33.99
110/90-17 VE33	33.99
510-17 VE 33	42.99
350-18 VE 2	32.99
400-18 VE 1	30.99
410-18 VE 31	30.99
110/100-18 VE33	37.99
450-18 VE 1	39.99
510-18 VE 33	42.99
300-21 VE 32	27.99

METZELER

Metzeler Moto Cross Tires

2.75x17 Front	29.99
3.00x21 Front	49.99
3.25x21 Front	53.99
5.00x17 Rear	75.99
100/90x18 Rear	56.99
4.00x18 Rear	56.99
110/90x18 Rear	66.99
4.50x18 Rear	54.99
150/80x18 Rear	72.99

Metzeler Multi-Cross

4.10x14	36.99
4.10x17	58.99
4.50x17	60.99
5.10x17	64.99
4.10x18	58.99
4.50x18	64.99

MXR 199 ST Soft Terr.

90/90x21 Front	54.99
110/90x18 Rear	56.99
120/90x18 Rear	59.99
130/90x18 Rear	62.99

MXR Hard to Intermediate

90/90x21	46.99
120/90x18	57.99
130/90x18	59.99

MXR 196 HT Hard Terr.

90/90x21	54.99
120/90x18	66.99
130/80x18	69.99
140/80x18	72.99

Enduro On/Off Road Tire

90/90x21	72.99
3.00x21	68.99
4.60x17	73.99
5.10x17	78.99
130/80x17	83.99
4.00x18	74.99

Perfect Cross Soft Terr.

460x18 Rear	57.99
510x18 Rear	63.99
140/80x18 Rear	65.99

Perfect Cross Hard Terr.

460x18 Rear	64.99
510x18 Rear	65.99
140/80x18 Rear	72.99

DUNLOP

K690 Soft Terrain

410x14 Rear	32.99
275x17 Front	27.99
K139 Front MX Tire	
300x21	52.99

K490 Int/Hard Terrain

250-14 Front	15.99
275x17 Front	21.99
300x21 Front	57.99
300x12 Rear	18.99
410x14 Rear	25.99
120/80-18 Rear	36.99
130/80-18 Rear	38.99
140/80-18 Rear	42.99

K990 Soft Terrain

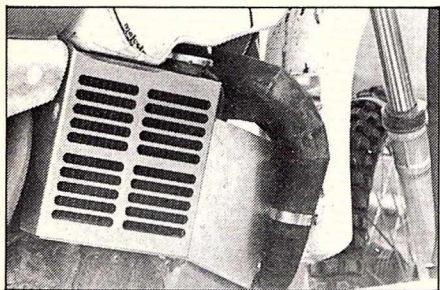
70/100-19 Front	24.99
80/100-21 Front	56.99
90/100-16 Rear	27.99
100/100-18 Rear	56.99
110/100-18 Rear	61.99
120/100-18 Rear	65.99

K695 Intermediate Terrain

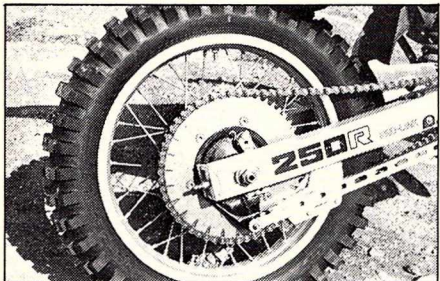
BEST & WORST



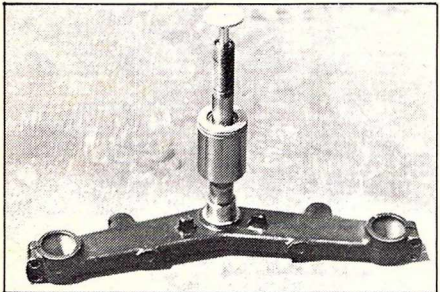
Can't wait: Some people just don't have the patience to wait around for someone else to come up with a good design. There is a fine line between high-tech design and overdoing it, though.



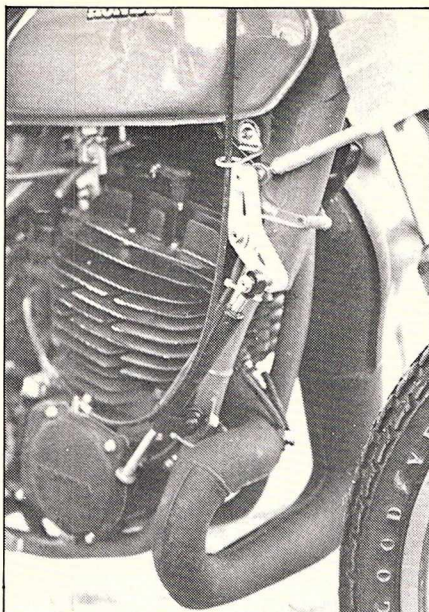
Frankenstein's monster: This enterprising rider wasn't happy with his radiator mounted up front, so he put it down out of harm's way. It won't win a beauty contest, but if it achieved what it was supposed to, then it was a good invention—probably not a big seller, though!



Oh, so simple: The SideWinder sprocket is just a sprocket, but with its specially cut grooves, it takes on a whole other being. The grooves force dirt and mud off the sprocket, keeping the chain cleaner and the tracking straight.



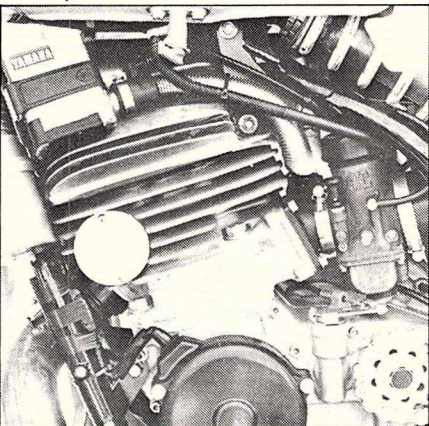
It looked good on paper: The Ram steering stabilizer was a good idea which never made its way to the motocross public due to the high cost of production and troublesome installation. The steel cylinder would wind upward to provide turning stability.



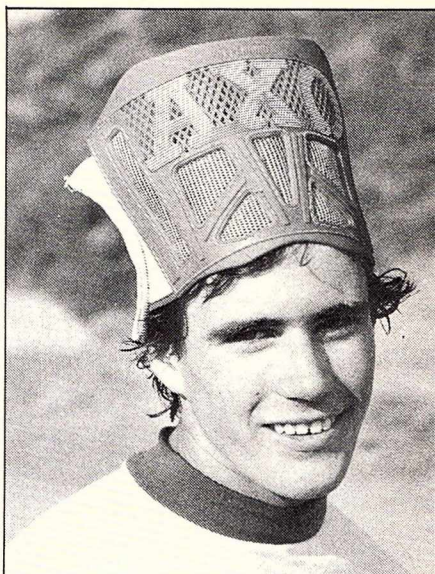
High-speed wobbles: Honda factory rider Steve Wise showed up at a Superbikers race with this very trick steering damper system. The linkage provided a rising rate and was typical of Honda innovation.



Upside-down bars: For strength, safety, good looks or just to be different, these bars were a real attention-getter. Lap times weren't reduced, and strength may be questionable, but a good inventor is hard to keep down.



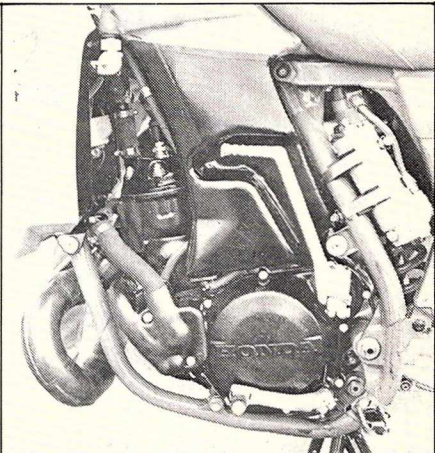
Here and gone: Yamaha was an early believer in power valves and Boost bottles. The former is still used on motocross engines, but the latter has largely fallen by the wayside. Some inventions last and some don't.



A fashion statement: Some motocross inventions become popular because of their multiple-use applications. AXO was one of the first companies to introduce the plastic kidney belt/turban.



Where's Darth Vader? Plastic motocross boots first appeared back in 1975 with the Heckel boot, which was worn by World Champion Harry Everts. There were many copies. Rumor had it that the lack of feel through the plastic could hurt your transmission.



Thinly disguised effort: Honda was the first to introduce the lowered-gas tank concept on its factory bikes. Getting the weight down low was especially important for the bikes' handling on tight Supercross tracks. They painted it black so no one would notice.

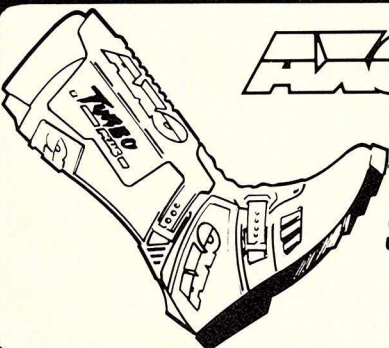


COTTON

**HONDA
SUZUKI
YAMAHA
KAWASAKI**



\$14⁹⁹



TURBO PLUG

\$149⁹⁹

METZELER

MXR

**HARD TERRAIN
INTERMEDIATE
SOFT**

MULTI-X

INTERMEDIATE

\$49⁹⁹

**125-500
FRONT SIZE**

\$54⁹⁹

**125
REAR SIZE**

DUNLOP

K 595

HARD TERRAIN

K 695

INTERMEDIATE

K 990

SOFT

K 139

INTERMEDIATE

\$59⁹⁹

**250
REAR SIZE**

\$64⁹⁹

**500
REAR SIZE**

SCOTT USA



NEW 109 GOGGLES

**BLUE
BLACK
GREEN
ORANGE
PINK
RED
WHITE**

\$17⁹⁹



SHOULDER PADS

V-2000 \$69⁹⁹

\$49⁹⁹

V-1000



TOLL FREE WATTS PHONE NUMBER

1-800 232-2627

HELMETS

Bell Moto-4	1st Quality 1988	\$149.99
Bell Moto-3	models & colors	\$119.99
JT ALS-2	fullface	\$169.99
Arai MX Pro		\$169.99
Griffin GX707		\$44.99
Bieffe BX-6		\$94.99

SHOULDER PADS

Hallman Mach5		\$89.99
Mach5 arms		\$17.99
JT V-2000		\$69.99
JT V-1000		\$49.99
Fox Roost-2		\$74.99
AXO		\$54.99
O'neal roclac		\$84.99
O'neal roclac Front		\$54.99
HRP FLACJACK-2		\$89.99
HRP kids		\$71.99

JERSEY

AXO cotton		\$14.99
AXO super & vent		\$22.99
AXO super plus		\$29.99
O'neal ultralite		\$14.99
O'neal Bullet		\$27.99

HATS

Axo cord		\$11.99
O'neal cord		\$9.99
O'neal vented-		
Hon/Yam/Kaw/Suz		\$4.99

PANTS

AXO 135		\$104.99
AXO 95		\$89.99
AXO 95 closeouts	special	\$69.99
O'neal Bullet		\$89.99
O'neal trailite		\$59.99
Fox Pant		\$89.99
M.S. Pant		\$69.99

BOOTS

AXO turbo plus		\$149.99
AXO turbo		\$129.99
O'neal Bullet		\$134.99
O'neal trailite		\$94.99
FOX comp-2		\$174.99

GLOVES

AXO 40		\$34.99
AXO 29		\$26.99
O'neal Bullet		\$24.99
O'neal coolite		\$17.99
O'neal prolite		\$14.99
JT halfbreed		\$16.99

KIDNEY BELTS

AXO superbelt 2		\$28.99
Goldbelt reg & vent		\$19.99

GOGGLES

Oakley 0/20		\$13.99
Oakley Pro		\$16.99
Oakley L		\$21.99
Scott 83		\$12.99
Scott 89 lexan		\$16.99
Scott 87 over glasses		\$19.99
JT GSX		\$19.99
JT RV		\$9.99
SMITHsmx		\$17.99

ROLL-OFFS

SCOTT, OAKLEY, JT, SMITH	special	\$24.99
--------------------------	---------	---------

GRIPS

O'neal "O" Grip		\$3.99
OURY		
Scott Hurricane		
Scott slim		
Oakley B2		\$4.99 ea

HANDLEBARS

Answer carbonsteel w/pad		\$15.99
Answer chromemoly		\$26.99
Answer aluminite		\$39.99
O'neal carbonsteel w/pad		\$13.99
O'neal chromemoly		\$21.99

OILS

Bel-ray MC-1 +		\$2.99
Bel-ray gear oil		\$3.99 ea
Maxima super M		\$2.99
Maxima gear oil		\$3.49
Golden Spectro		\$2.99
Spectro gear oil		\$3.49

CHEMICALS

Bel-ray chainlube	7 oz.	\$2.99
	18 oz.	\$4.49
Maxima chainlube	7 oz.	\$2.29
	17 oz.	\$3.59
PJ-1 chainlube	4 oz.	\$1.99
	17 oz.	\$3.99
Kalguard chain	5 oz.	\$2.99
	17 oz.	\$4.99

AIR FILTER OIL

Bel-ray		\$2.59
Maxima		\$2.39
PJ-1		\$2.69
Kalguard		\$4.99
Kalguard filter oil		\$4.99

GEAR BAGS

O'neal trackpak 13000		\$49.99
6300		\$29.99
4400		\$19.99

TIEDOWNS

ANCR copies		\$9.99 pair
ANCR red & black		\$18.00 pair
ANCR blue		\$14.99 pair

BUY 10 GET 1 FREE ANYTHING / SPARKPLUGS, OIL, YOU NAME IT!



TOLL FREE ORDERING



COD

BOB'S CYCLE SUPPLY

1945 N. Rice Street • St. Paul,

Minnesota 55113 • (612) 488-4568

Specials are all limit 1 per customer.

THE STRONGEST CHAIN...

EXTRA HEAVY DUTY PINS are quad-stake riveted providing higher shock load capacity.

EXTENDED BUSHINGS of 520 QR chain provide exceptional fatigue shock resistance and eliminates kinking by sealing abrasive foreign matter out and lubrication in.

SOLID ROLLERS are heat-treated and shot-peened for superior impact resistance.

HEAT TREATED and SHOT-PEENED side plates and link plates allow maximum strength and minimum weight.

UNIQUE MICRON CONTROL technology has enabled TSUBAKI to produce bushings with perfect concentricity and cylindrical accuracy to greatly minimize initial stretch.

TSUBAKI

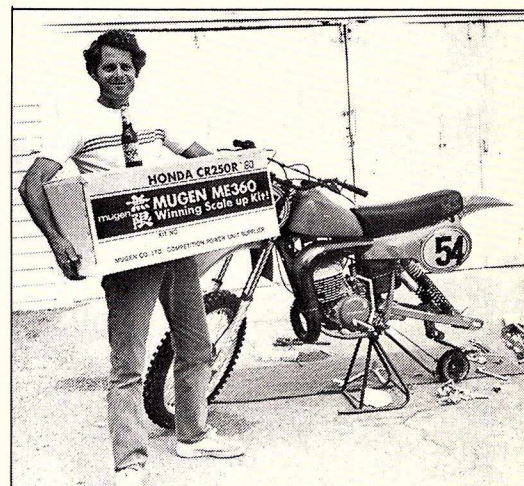
THE STRONGEST WARRANTY.

A limited warranty for one year with unlimited mileage.

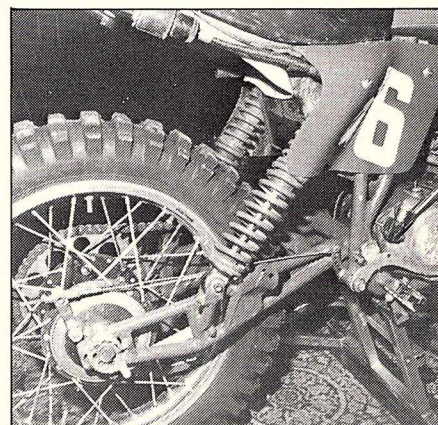
Copy available at point of sale.

UST, Inc., 12275 E. Slauson, Whittier, CA 90606

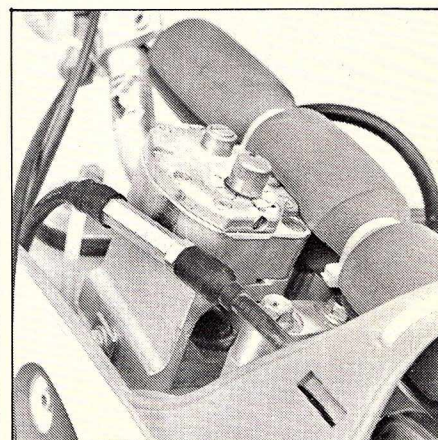
BEST & WORST



The hop-up kit: Mugen was one of the most popular Japanese hop-up kits for motocrossers. Mugen's Open Class kit was great for riders who couldn't make up their minds which class to ride. It turned a CR250 into a CR360.



Those crazy Italians! This Derbi factory bike utilizes a bridge-design swingarm. The idea behind the girder construction is to increase rear-end rigidity. The cylinder head has also been drilled out for lightness.



Simple enough: Sweden is responsible for the Unique steering damping system. The unit has seven different damping control settings and is easy to install—a good invention!

EBC BRAKES

*Nothing
STOPS
Faster*

EBC championship winning X-pads set tomorrow's standards in braking. Powerful — water resistant — fade free braking in all conditions. Used by many 2 digit pro-plate riders including Jeff Ward — 87 Supercross Champion. Metallic pads for increased durability also available plus Grooved shoes for drum brakes.



Contact Hy-Tech Motorcycle, 12860 Bradley Ave, Sylmar, CA 91342, (818) 362 5534

Motorcycle Accessory Warehouse

PENNSYLVANIA CALIFORNIA
24316 SWARTZ DRIVE, EL TORO, CA 92630 • TWO WAREHOUSES TO BETTER SERVE YOU!

ORDER LINES OPEN 24 HRS



#607

ORDER OUR FREE CATALOG

ORDERS ONLY

1-800-241-2222

QUESTIONS AND
CALIFORNIA ORDERS

1-714-458-5885

METZELER



MXR—MULTI CROSS
MX — All Purpose Tires

500x17	\$73.95
100/90x18	53.95
400x18	54.95
110/90x18	63.95
450x18	52.95
150/80x18	70.95
300x21	49.95
325x21	52.95

MULTI-X—Medium Terrain	
410x14	\$35.95
410x17	56.95
450x17	59.95
510x17	57.95
410x18	56.95
450x18	62.95

MXR199/299-ST—Soft Terrain	
110/90x18	\$55.95
120/90x18	58.95
130/90x18	60.95
90/90x21 299-ST	56.95

MXR—Medium Terrain	
120/80x18	\$56.95
130/80x18	\$65.95
90x90x21	\$45.95

MXR 196/296-HT	
Hard Terrain	
120/80x18	\$65.95
130/80x18	67.95
140/80x18	70.95
90/90x21 296-HT	52.95

BRIDGESTONE



M22/23—Hard Terrain	
410x14	\$20.95
300x16	22.95
510x17	43.95
400x18	39.95
110/100x18	45.95
410x18	36.95
510x18	44.95
300x21 M23	33.95

M39/40—Soft Terrain	
110/90x14	\$27.95
120/90x18	42.95
130/90x18	43.95
90/90x21 M39	30.95

KENDA

K-257D METZELER MX COPY

410x14	\$19.95
460x17	31.95
510x17	32.95
410x18	25.95
450x18	33.95
510x18	34.95
530x18	35.95
300x21	19.95

K-270 D.O.T. app. on/off-road
Trials Universal available. Call
for sizes.

ANSWER



ROOST BOOST	
S-A PRO SILENCER/ARR.	\$55.95
LEGALIZER S/ARR.	41.95
ROOST BOOST	29.95
CHROMOLY BARS	40.95
PRO-GLO PANTS	24.95
PRO LINE JERSEY	98.95
PRO LINE JERSEY	28.95
AC-III CHEST PROTECTOR	78.95

BLOW OUT SPECIALS!

AEO
TURBO PLUS BOOTS
\$149.95

BELL
MOTO-4
\$139.95

HALLMAN
MACH 5
\$79.95

JOHNSON
MOTO-4
\$178.95

AEO
SERIES 40 GLOVES
TURBO PLUS BOOTS \$149.95
TEAM PANTS, SERIES 135 108.95
TEAM PANTS, SERIES 95 88.95
GLOVES, SERIES 40 35.95
GLOVES, SERIES 29 26.95
CHEST PROTECTOR SC-2 58.95
COTTON JERSEY 15.95
SUPER JERSEY 20.95
SUPER PLUS JERSEY 29.95
SUPER BELT 2 28.95
All AEO products available!

SINSALO
SCD PANTS
S-1 CHEST PROTECTOR
\$99.95
SCD GLOVES 24.95
S-1 CHEST PROTECTOR 69.95
ELBOW PADS 24.95

BELL
MOTO-4
MOTO-3 PRO \$118.95
MOTO-4 PRO & DAY-GLO \$139.95
MOTO-4 JOHNSON 178.95
MAG-4 DT 133.95
We carry the entire Bell line
for street and dirt.

Griffin
G-475
G-475 MOTO-4 COPY \$49.95
GX-747 63.95
GX-707 33.95
All Griffin helmets available

Arai
MX-PRO
MX-PRO Solid Colors \$158.95
MX-PRO Day-Glo Colors 196.95
MX-PRO Factory Colors 187.95
We have all the Arai helmets

SHOEI
VX-3V
VT-1A \$88.95
VX-3V Solid 158.95
VX-3V Team 199.95
All Shoei helmets available

BIEFFE
BX-6
JBX-6 Adj. Chinbar \$78.95
BX-6 Snell '85 app. 88.95
All Bieffe helmets available

FMF
COBRA JET
MEGAPHONE SYS. most \$67.95
COBRA JET 118.95
TWO-STROKE SYS. most 103.95
ALUMINUM SYS. most 85.95
SPARKY SPARK ARR. 32.95

Boyesen
COMPLETE REED VALVE KITS
FROM \$8.95

Barnett
PISTON KITS
from \$29.95

DUNLOP



K-490IT—Medium Terrain	
300x12 rear	\$18.95
410x14	26.95
275x17 front	22.95
120/80x18	37.95
130/80x18	39.95
140/80x18	43.95
300x21	59.95

K-990ST—Soft Terrain	
100/100x18 (120/80-18)	\$58.95
110/100x18 (130/80-18)	63.95
120/100x18 (140/80-18)	67.95
80/100x21 (3.00x21)	58.95

K-595HT—Hard Terrain	
100/100x18 (120/80-18)	\$57.95
110/100x18 (130/80-18)	62.95
120/100x18 (140/80-18)	67.95

K-695IT—Medium Terrain	
100/100x18 (120/80-18)	\$57.95
110/100x18 (130/80-18)	63.95
120/100x18 (140/80-18)	64.95
K-139 & K-690A also available. Call for prices.	

HENG SHIN



C-761 C-183 C-703 C-755 C-760

C-761 BERM MASTER	
Soft/Medium Terrain	
110/80x14	\$17.95
130/80x17	27.95
150/80x17	34.95
120/80x18	24.95
130/80x18	26.95
140/80x18	29.95
150x80x18	37.95

C-183D/703 DEVASTATOR	
Soft & Mud	
385x14	\$18.95
500x17 C-703	30.95
360x18	20.95
410x18	24.95
460x18	32.95
500x18 C-703	30.95
530x18 C-703	35.95
300x21	18.95
300x23	21.95

C-755 METZELER MX/ENDURO COPY	
410x14	\$18.95
460x17	32.95
530x17	33.95
410x18	21.95
460x18	27.95
530x18	32.95
300x21	17.95

C-760 METZELER MULTI-X COPY	
560x17	\$34.95
560x18	34.95
325x21	20.95

IRC



M2E/M5A	
Hard Terrain	
110/80x14	\$25.95
120/80x18	38.95
130/80x18	43.95
90/90x21 M2E	26.95
100/80x21 M2E	29.95
IRC GP-110 S-speed rated on/off tires available. Call us!	

RK	
520KS H/D CHAIN \$33.95	
520SO O-RING CHAIN 38.95	

We also carry these fine product lines:

FERODO

CEPEK

ARMSTRONG

SPROCKETS

RICHTER

PROGRESSIVE

Dura Blue

NOIAN

HI-FLITE

ATV WHEELS

CARLISLE

OAKLEY

PRICES GOOD UNTIL PRINTING OF NEXT ISSUE. SHIPPING AND HANDLING CHARGES ADDITIONAL.

WHAT PREMIX DO YOU USE?

JUST ASK . . .

- Kenny Roberts
Team Lucky Strike
- FMF Racing
Tuner Don Emler
- 125 MX World Champion
John Van Den Berk

100% Synthetic

See your dealer or contact:

In the East:

Motorace • Springfield, MA • (800) 628-4040

KMX Distributing • Beaver Falls, PA • (412) 846-8354

In the West: Contact Us Directly

4555 Carter Court • Chino, CA 91710

(714) 628-4722 • (714) 627-9249



WORLD CHAMPION PREMIX

Send \$10.00 dollars for t-shirt and tech booklet, sticker pack.



Imported By

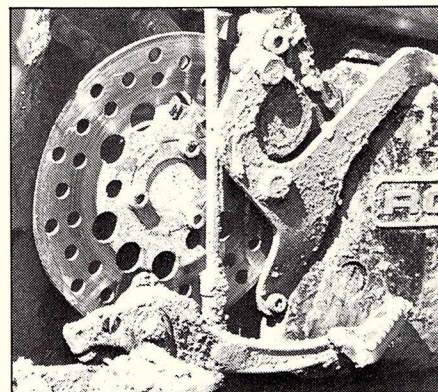
YOSHIMURA

MOTUL LUBRICANTS
OF FRANCE SINCE 1859
MOTUL

BEST & WORST



Who else? World class entrepreneur Lance Moorewood created this unique front fender/numberplate combination which begged the question of "Why?" At least Lance meant well.



Real innovation: Horst Leitner is the man behind some of the best motocross inventions. Besides his mighty ATK race bike and A-Trak chain system, Horst created this countershaft-mounted rear disc which acts to reduce unsprung weight.



Remember when: Before becoming a clothing and accessory outlet, Fox Racing used to make motorcycle shocks, and the Fox air shock was THE shock of the times. Everybody used them or dreamed of using them. When first introduced, many people thought the shock spring was history. □

PAUL THOMPSON'S

RACE TECH SUSPENSION



"The Race Tech YZ490 is unrecognizable from the stock 490. Capable of attacking sections where the stocker would be downright scary; our expert tester cut the fastest lap times on the Race Tech Yamaha. It has good straight line stability in the gnarliest terrain, and it also carves the inside line."

Dirt Bike June '88

Motocross Action
June '87

Since then, Race Tech has built a strong following with its motor and suspension modification. Just ask National pros Jeff Stanton, Billy Frank, Mike Beier and Doug Dubach.

(714) 594-7755

3227 Producer, #127 • Pomona, CA 91768

PROTECTION & MOVEMENT

Knee injuries are the most common of all injuries associated with dirt bike and ATV riding and racing. Now you can reduce the possibility of suffering a knee injury, as well as aiding in the support of an injured knee with the MCDAVID RACE BRACE. Lateral knee stability can be significantly increased. The MCDAVID RACE BRACE is comfortable to wear, it doesn't interfere with movement or control, and you can even run with it on. The RACE BRACE will protect your vulnerable knees from impact injuries. Available in sizes for children and adults. Includes left and right knee brace attractively packaged. \$139.00 per pair.

HT RACING PRODUCTS
413 ROBINSON CIRCLE
PLACENTIA CA 92670

CALL TO ORDER
(714) 993-5454

HT
RACING

If You Let Us "Pac-Your-Parts" . . .

You'll Save 25% on Suggested List
Prices for any Honda, Suzuki or Yamaha Part
(O.E.M.) in our inventory. Guaranteed.

1988 CR125

1. Rings
2. Piston
3. Head & Base Gaskets

LIST

- \$ 8.80
- \$36.88
- \$ 9.21

OUR PRICE

- \$ 6.60
- \$27.66
- \$ 6.86

Shipping not included

FREE Gift with \$50 purchase (Valued to \$200).

In AR Call 932-9322

In USA 1-800-PAC-PARTS

MOTOCROSS BACK ISSUES

**HONDA'S NEW KILLER '87 CTZS:
SO FAST IT'LL BLOW AWAY 250s!!**

MOTOCROSS

BY THE EDITOR

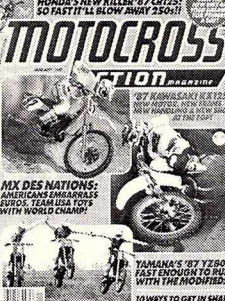
ACTION RACING

**'87 KAWASAKI '87 CTZS:
NEW HONORABLE A NEW SHOT
AT THE TOP**

**MX DES NATIONS:
AMERICANS UNRAVELS
EUROPS. TEAM USA TOYS
WITH WORLD CHAMP!**

**TAMAKA'S '87 YZ80:
FAST ENOUGH TO RUN
WITH THE JACKSONS!**

**10 WAYS TO GET IN SHAPE
WITHOUT GETTING BORED**



- [illegible]


- [illegible]

- [illegible]

-
- SUPER MOTOCROSS SPECIAL**
- MOTORCROSS ACTION**
- LARGEST EVER**
- MOTORCYCLIST**
- MINT JOX**
- WIN A DAY WITH RICK JOHNSON**
- STREETCROSS MIX RACER: INSIDE A JOB IN THE FRONT!**

- [illegible]

- [illegible]

- 55 HONDA CR125 • CR250 • CR500! FIRST PHOTOS!**
- # MOTOCROSS
- INSIDE THE ALUMINUM FRAMED YZ4500!**
- 7 RACE SPECIALS!**
QUALITY TO CORSET CONNECTION
- FRANZ LECHNER REVEALS THE FULL STORY ON HIS TOPPED PARTY**
- HOW TO BE FASTER BY ONLY 1 MPM!**
KEEPING UP WITH THE FACTORY GUY'S
- 

-

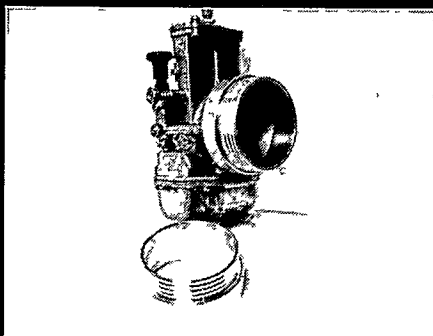
-
- 250 SHOOTOUT SPECIAL!**
THE RACE OF THE YEAR
- # MOTOCROSS
- ACTION MAGAZINE**
- KX500:**
 THE NEW
 A RIDGEWORTH!
- KTM 125: THE FERRARI OF THE HYPER CLAS!**
- MAX BATTLES THAT GOT OUT OF HAND:**
 IS YOUR FAVORITE
 OR ROCKET IT?

-
- MOTOCROSS**
ACTION
MAGAZINE
- SPECIAL ADVERTISING SECTION:**
 • THE NEW FORD WITH 100 HORSEPOWER
 • THE NEW HONDA CR125
 • THE NEW KAWASAKI KX125
 • THE NEW SUZUKI RM-Z450
 • THE NEW YAMAHA YZ450F
 • THE NEW HONDA CR125
 • THE NEW KAWASAKI KX125
 • THE NEW SUZUKI RM-Z450
 • THE NEW YAMAHA YZ450F
- COVER STORY: THE NEW FORD WITH 100 HORSEPOWER
- COVER PHOTO: JIMMY HARRIS
- COVER MODEL: JIMMY HARRIS
- COVER COUNTRY: USA
- COVER COLOR: BLACK
- COVER SIZE: 11x17
- COVER WEIGHT: 1.5 LBS
- COVER PRICE: \$4.99
- COVER DATE: MAY 1998
- COVER ISSUE: 100
- COVER EDITION: 100
- COVER COUNTRY: USA
- COVER COLOR: BLACK
- COVER SIZE: 11x17
- COVER WEIGHT: 1.5 LBS
- COVER PRICE: \$4.99
- COVER DATE: MAY 1998
- COVER ISSUE: 100
- COVER EDITION: 100

- [illegible]

- MXA8-8

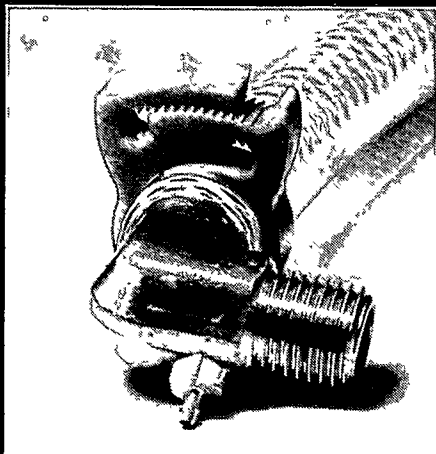
Tricks From The Trade



PRO TEC CARBURETOR EXTENSION

FUNCTION: With the popularity of the new Mikuni TMX carburetor there's the need for a torque bell extender in cases where you want to put in a TMX carb to replace a stock unit. The TMX carb being such a short carburetor makes it necessary to install the torque bell extension if you want to use the stock airbox. Available for both the 35mm and 38mm Mikuni TMX carburetors, the retail price is \$14.95.

CONTACT: Pro Tec, Dept. "Make it breath," 282 Gemini, Brea, CA 92621; (714)738-0631, (213)697-6759.



SPEEDY CLAMP

FUNCTION: Designed to replace metal clamps in most situations, the Speedy Clamp is easy to install and remove, and can be installed when the hose is already on the fitting. Totally rust and corrosion proof, it has been designed to withstand constant temperatures over 300 degrees F., and will hold the highest pressures found in today's cars. Reusable and lightweight, the Speedy Clamp is available in sizes from 1/4" to 4" as well as specialty sizes and colors. These clamps can replace metal and other types of clamps on cars, trucks, boats, motorcycles, irrigation equipment and many other types of vehicles and equipment. You can get a sample assortment of 11 clamps for \$4.

CONTACT: Speedy Products, Dept. "Clamp it," 2701 North Jackson, Jacksonville, TX 75766; (800)527-8651.



DIAMOND-KOTE "SUPER BIKE" CLEANERS

FUNCTION: Diamond-Kote has got a line of cleaning products for street and off-road bikes that includes Cosmo Clean which is formulated to remove shipping wax. Super Bike P51 is a spray-and-rinse cleaner for plastics and metals, Krome Kote is specifically designed for cleaning chrome and shiny surfaces, and their engine degreaser is good for

application on all types of engine grease and grime. You can get Diamond-Kote products through your nearest auto supply store, or get hold of Diamond-Kote.

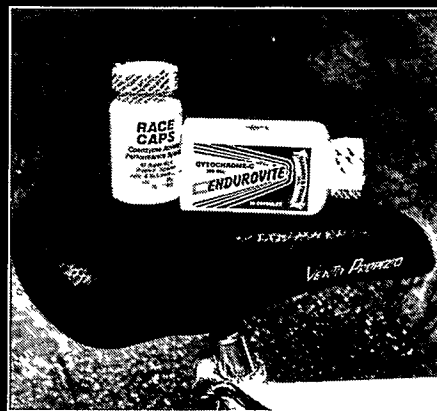
CONTACT: Diamond-Kote Industries Ltd., Dept. "Diamonds and rust," 1250-1185 West Georgia St., Vancouver, BC V6E 4E6; (604)688-1533.



PJI SUPER CLEANER

FUNCTION: PJI Super Cleaner quickly cleans and degreases all metal surfaces, leaving no residue. Super Cleaner also acts as a water dispersing agent and can be used effectively on contact points, electrical systems, spark plugs, electric motors, starters, generators, switches, instruments and intricate mechanisms. It is also easy to apply, and evaporates quickly for fast cleaning jobs. You can pick up a 20 ounce can from your local motorcycle shop or you can contact PJI

CONTACT: PJI Corporation, Dept. "Get that grease off," 7345 Topanga Canyon Blvd., Canoga Park, CA 91303; (818)887-6704.



HANSEN & FRANK RACE CAPS

FUNCTION: Race Caps and Endurovites have been specifically designed for all types of athletics, and are particularly effective in endurance competitions. These products extend peak performance, increase overall endurance and drastically reduce recovery time, which allows an athlete to train and compete harder for a longer period of time. Used and endorsed by team Kawasaki riders Jeff Ward, Ron Lechien, Jeff Matiasovich and Mike Fisher, this product could be of use to many types of athletes for any type of training or competition.

CONTACT: CAPS, Dept. "More energy," 2886 Geary Blvd., Suite 205MXA, San Francisco, CA 94118; (415)931-1977.



MAXIMA "CLEAN UP"

FUNCTION: Maxima, makers of performance lubricants for many years has introduced a heavy duty, stable emulsion motorcycle cleaner. "Clean up" contains corrosion resistant ingredients that will thoroughly clean plastic, painted surfaces, rubber, alloy, and chrome, but will not corrode. Great for use on Jet Skis and ATVs. Clean up is also good

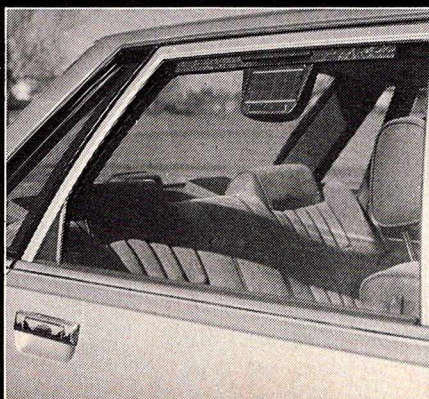
for everything from removing road tar to pre-soaking dirty riding clothes prior to washing. Available in three sizes; 32 ounce spray bottle, half-gallon refill and the industrial, five gallon pail. Call for prices.

CONTACT: Maxima Racing Lubricants, Dept. "Takes just five minutes," 10969 Wheatlands Ave., #A Santee, CA 92071; (619)449-5000.

SOLAR ELECTRIC AUTO VENTILATOR

FUNCTION: To keep the inside of your car from becoming like the inside of an oven, here is the Solar Autovent. Designed to fit easily into a car's side window, the Autovent features the latest in thin-film solar technology that converts light directly into electricity. One of the best features of the vent is for people with pets; you can feel much better about leaving your dog in the car, knowing that the pet will have a constant supply of cool air. Suggested retail price is \$49.95.

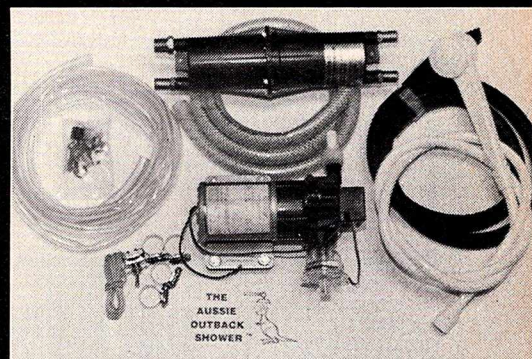
CONTACT: Solar Electric, Dept. "Keep cool buddy," 175 Cascade Court, Rohnert Park, CA 94928; (707)586-1987.



ONE GRAND CHROME POLISH

FUNCTION: Makers of chrome cleaners for over fifty years, One Grand Products Inc., has been constantly upgrading and improving their formula to perform under today's more harsh environmental conditions. Great for bringing back the shine and luster to all chromes and hard metals. Besides being used on cars, One Grand Chrome Polish can be used on the kitchen and bathroom fixtures in vehicles such as motor homes and campers. One Grand also has been shown to outperform other chrome polishes two to one in the long run, you can get a 16-ounce bottle for a suggested retail price of \$7.25.

CONTACT: One Grand Products Inc., Dept. "shine on," 13820 Satcoy, Van Nuys, CA 1402; (818)782-3372, (800)782-3329.



AUSSIE OUTBACK SHOWER

FUNCTION: How many times have you been out riding for the weekend or attending a big race out in the middle of nowhere and you get done riding for the day and you're ready for a nice hot shower. There's only one problem—no showering facilities available. Well, the makers of the Aussie Outback Showers think they may have a solution. A unique heat exchanger is the main piece of equipment for this system that connects to your vehicle's water cooling system and can provide you with a source of hot water. As long as there's a supply of fresh water for the system you can have hot showers on camping trips or wherever outdoor activities take you. The complete kit retails for \$249.95 and includes all the necessary hardware.

CONTACT: Aussie Outback Showers, Dept. "Boy, that feels good," 382 N. Lemon Ave., Walnut, CA 91789; (714)594-6827. □

SHOWCASE

MOTOCROSS ACTION

BIKES AND PARTS—'88 KTMs and Huskys in stock. M-Star, Cagiva, Maico. Call for "Special Prices" on current and noncurrent models. Expert Shock Rebuilding. **LETKO COMPETITION CYCLES**, 86th & Parallel Pkwy., Kansas City, KS 66112; (913)334-2410. Order Line (913)334-0881. UPS DAILY. VISA AND M/C.

SHOCK SPECIALIST—White Power/Ohlins and most Japanese brands serviced, repaired. All shock work guaranteed. Parts available for Cagiva, Husqvarna, KTM, Can-Am, Penton and Rotax. UPS daily. VISA and M/C accepted. **APPALACHAIN CYCLE**, 722 E. 14th St., Wellston, OH 45692; (614)384-6861.

KEVIN HINES' WINTER HOME? H&H, OF COURSE. Professionally prepared bikes and service by Barry Higgins. Also professional shock service. Killer prices on '87 models. UPS/same-day shipping for hard-to-find parts and accessories. When you need it **NOW!** Attention Dealers—we distribute Trelleborg Tires, P.B.I. sprockets, Duralube oil, Dyno pipes and H&H Racing products. **Barry Higgins H&H KTM-Husqvarna, Ducati, Cagiva, and new Polaris ATVs**, 310 Bankhead Hwy., Mableton, GA 30059; (404)941-9184.

RUN YOUR OWN CYCLE PARTS BUSINESS. Sell racing parts right out of your own home. Big profits! Build a future in the exciting off-road racing industry. Start your dream business today! **CALL NOW:** (312)543-6696.

MOTOCROSS every Saturday at Perris Raceway, Perris, California. **FOR INFO CALL** (714)583-7486.

STOP WAITING ON PARTS! Find Freedom Kawasaki—Cagiva—Honda—Husqvarna at 12505 S. 71 Hwy, Grandview, MO 64030; (816)761-6621. Also KTM and Kawasaki (816)747-9722. **DON'T LOSE MONEY!** Call now. Free freight on \$50 orders. Save 10% with this ad. Overnight service available.

**ADVERTISING SPACE
IN THIS SECTION NOW
AVAILABLE
CALL (818) 365-6831**

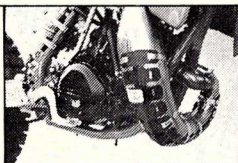
PIPE PROTECTORS

The Banzai Bros.

"PIPE SKID"

**BANZAI BROS.
RACING INC.**

P.O. Box 41457
Eagle Rock, CA 90041



(213) 256-4922



RACING INDUCTION REEDS

4052 N E 8th Avenue

Fort Lauderdale, FL 33334

800/321-6354 • 305/565-8377

Ride Straight

*Riding is
already a high*



AM1

LACR

Los Angeles
County Raceway



MOTOCROSS & DRAGS

Motocross Practice Every Saturday
On a Watered and Prepped Track
With Ambulance On Stand-By.

CRC 9AM to 2PM
Every Saturday **CRC**
Info: 805/272-8889



Learn Professional Racing Techniques

From

Donnie "Holeshot" Hansen

1982 250cc NATIONAL AND SUPERCROSS CHAMPION

- 3 and 4 Day Summer Camps
- 1 and 2 Day Schools Nationwide
- Private Lessons Nationwide

For more information call or write:

DHMA, Dept. DR, 1418 Plumeria, San Antonio, TX 78232

(512) 494-6019



The manufacturer of
the ultimate motorcycle
PRESENTS

ATK Fork Bleeder Valves

for all makes of forks

\$9.95

ATK Multi-Rate Fork Spring Kits

for all makes of Street

\$49.95

ATK Chain Torque Eliminator—Step
one for proper working
suspension

\$139.00

ATK Bike Shoe—Eliminates

Tie-Downs

\$69.95

See Your Dealer or Order Direct VISA, M/C or COD

723 Laguna Canyon Rd.

Laguna Beach, CA 92651

(714) 497-7525

**SYNTHETIC LUBRICANTS
CASTOR LUBRICANTS
OCTANE BOOSTERS
NITRO ADDITIVES
RACING GAS**



**FREE
CATALOG**

OVER 50 HIGH
PERFORMANCE
PRODUCTS

800-242-0489

KLOTZ POWER TO GO

P.O. Box 11343
Fort Wayne, IN 46857
Tech Info. 219-749-0489



The '87 FOX RACING usa Full-Color Catalog is
available now. 80 pages of the hottest gear going.
RJ Replica clothing and much more. **Send just \$1**
for postage & handling to: FOX, Dept. MXA,
520 McGlinch Lane, Campbell, CA 95008
FOX RACING U.S.A.

RACER'S CHOICE

PANTS

NEW AXO SERIES 135

\$116.00

HI-POINT

\$93.50

FOX

\$70.00

JT PANT "SPECIAL"

\$79.95

SINISALO "SCD"

\$104.95

BOOTS

HI-POINT PRO

\$164.00

FOX COMP II

\$179.95

O'NEAL BULLET

\$144.95

AXO TURBO PLUS

\$155.00

24 HOUR ORDERING SERVICE

ALL ORDERS SHIPPED IN

2 DAYS OR WE PAY FREIGHT!

(B/O's excluded)

Too many items in stock to list!

SHOULDER PADS

ANSWER-ACII

\$93.50

FULL FLEX ACERBIS

\$72.94

HALLMAN MACH 5

\$93.50

FOX-ROOST 2

\$79.95

JT V2000

\$84.95

HELMETS

SHOEI VX-3

\$147.95

SHOEI VJ101

\$98.00

SHOEI TEAM HELMETS—CALL

BIEFFE

\$99.95

MOTO IV

\$165.00

JT HELMET ALS 2

\$169.95

***NOTHING SOLD AT RETAIL**

ASK ABOUT OUR 3 MONTH

PAYMENT PLAN ON ANY

ORDER OVER \$300.00

Mail orders to: **RACER'S CHOICE**

231 E. Dyer #G, Santa Ana, CA 92707

(800)288-5008

In Calif. call (714)540-2911

M.C., VISA, C.O.D. Cashier or Personal Check

(Allow 3-4 weeks for check to clear before delivery if personal check issued.)

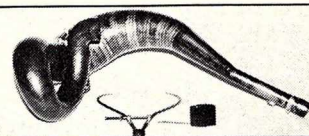
Tony D. MOTOCROSS SCHOOLS

Supported by **SUZUKI**

To Get On Our
Mailing List And Receive
A FREE DECAL:

Tony D Motocross Schools
428 W. Maple Street
Hazleton, Pa. 18201
(717) 454-1973

DYNAMIC DETAILS FOR CR'S



PERFORMANCE PIPES \$159.00

weidler
Dynamics


670 S. JEFFERSON ST.

UNIT B PLACENTIA, CA.

92670

**ORDER LINE
714-579-1751**

NEW AERO 2



Developed and tested by the world's fastest riders such as:

Micky Dymond,
Jeff Ward,
Keith Bowen,
Eric Leisk,
Larry Brooks, Etc...

The **AERO 2** sets new standards for style and comfort with a unique ventilation system designed to keep you cool in the heat of battle. It's available for BELL, ARAI, SHOEI, and snap helmets and comes complete with aluminum billet cross-top screws or snaps depending upon impact.

The **AERO 2** is injection-molded of high impact co-polymer plastic in seven wild colors. Day-glo red, Day-glo green, Red, White, Blue, Black, and Yellow.

114 371-5219
State helmet make and model when ordering.

\$11.95

Troy Lee Designs

1985 aviation drive corona, ca 91720

200 GOOD, BAD & UGLY MOMENTS IN RACING DISASTERS!

PRESENTED BY **DIRT BIKE** MAGAZINE

MAY 1988 \$2.50

Crash & Burn

AND YOU THINK RACING ISN'T THAT FUN?

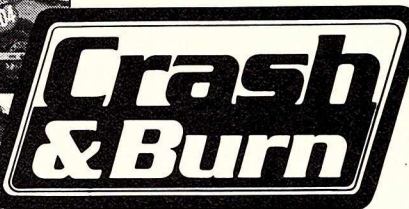
CELEBRITY ROADRASH: FEATURING BRUISED WILLIS, ART CARRANCE & MICHAEL TRACTON!

JUNK FOODS CAN MAKE YOU FASTER: DOCTOR SAYS A TWINKIE AN HOUR WILL GIVE YOU MORE POWER!

DO NOT LOOK AT BACK COVER

THE WILDEST, ZANIEST SET OF BLOOPS AND BLUNDERS THIS SIDE OF THE MISSISSIPPI. UNREAL SHOTS OF UNPLANNED MISHAPS ON ATVs, DIRT BIKES, BMX AND FREESTYLE BIKES. YOU'LL LAUGH TILL YOU CAN'T MOVE.

THINK YOU'VE BEEN THROUGH IT ALL, RIGHT? NO WAY! NOT UNTIL YOU'VE SEEN



MAY 1988 ONLY \$2.50

The wildest, zaniest set of bloop and blunders this side of the Mississippi. Unreal shots of unplanned mishaps on ATVs, dirt bikes, BMX and freestyle bikes. You'll laugh till you can't move.

Don't leave me out! Rush _____ copies of *Crash & Burn* May 1988 as soon as possible. I am enclosing \$2.50 plus 75 cents postage and handling for each copy ordered. Canada add \$1.50; all other foreign add \$2.50 additional postage and handling. All Canadian and other foreign use international postal money orders in U.S. funds only. No cash, please. Please make check or money order payable to *Crash and Burn* May, 1988 and mail to: Post Office Box 9502, Mission Hills, California 91345-9502. All items shipped surface mail.

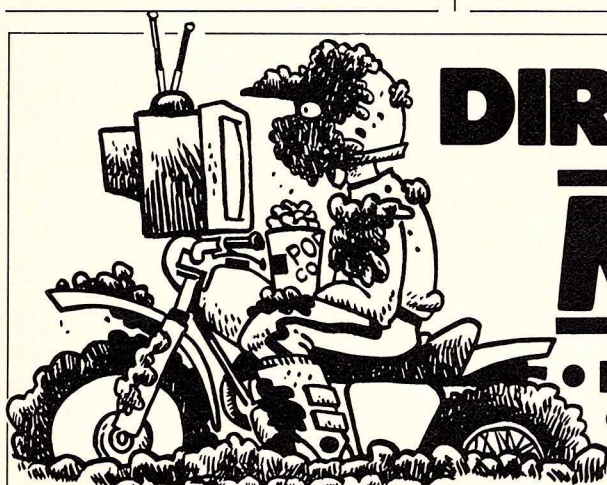
CRASH & BURN • MAY 1988 • ORDER FORM

NAME _____

ADDRESS _____

CITY _____

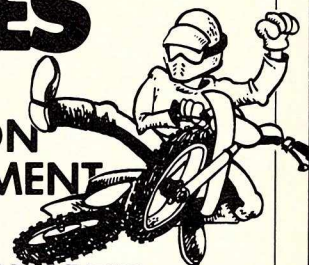
STATE/ZIP _____



DIRTY MOVIES

MX

ACTION
INSTRUCTION
ENTERTAINMENT
VIDEOS



• RICK JOHNSON • JEFF WARD
• RON LECHIEN • Top Racing Action

- ☐ **Coors Rick Johnson Profile of a Champion** \$34.95
Rick's life and career in film & tape, 58 min.
- ☐ **Ward's Winning Ways** \$34.95
Jeff's secrets for riding & winning, 58 min.
- ☐ **Pro Motocross Riding & Racing** \$34.95
Ward, Lechien & Team Kawasaki talk about motocross, 58 min.
- Coors SUPER CROWN OF STADIUM MOTOCROSS:**
- ☐ Year's most exciting Supercross action
- ☐ L.A. Coliseum Supercross Championships, 58 min. \$34.95
- ☐ San Diego, 28 min. \$19.95

Shipping and Handling @ \$4.00 per tape
California Residents Add 6% Sales Tax

TOTAL \$ _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ ☐ VISA ☐ MC ☐ COD ☐ Check

Card #: _____ Signed: _____

(Allow 4-6 weeks for delivery.) VHS ONLY EXPIRATION DATE: MXA8-88

ACT NOW AND RECEIVE

FREE

Coors **RACING CAP***

*WITH 1ST 200 ORDERS

CALL TOLL FREE

1-800-544-6625

Mail to:

JOHN BRADLEY

ENTERTAINMENT

21703 Ocean Vista #104
South Laguna, CA 92677





ACERBIS

PLASTICA ITALIA

FULL-FLEX PROTECTOR

Function, Quality, Style

For the location of your nearest Acerbis Dealer, call:

Malcolm Smith Products 800-854-4742 (Outside CA)
714-686-1006 (California)

Hallman USA 800-854-2812 (Outside CA)
619-442-0431 (California)

Hi-Point Racing USA 800-824-3872 (Outside CA)
916-635-2141 (California)

To receive a brochure and decal send a S.A.S.E. to:

ACERBIS PLASTICA USA

10911-H Wheatlands Ave., Santee, CA 92071 (619) 562-1440

"It Doesn't Get any Better!"

MOVING?

Please attach, in this space, the label from a recent issue to ensure proper address corrections.

Mail to:
MOTOCROSS ACTION
Subscription Dept.
P.O. Box 9502
Mission Hills, CA 91345-9502

NEW ADDRESS:

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

CLEAN UP YOUR ACT!



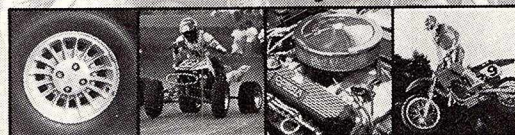
Chances are, you have a substantial investment in your motorcycle. Good equipment isn't cheap. This is why you need Maxima's new Clean Up, the heavy duty stable emulsion cleaner that keeps your bike looking as good as the day it came from the dealership, in just minutes.

MAXIMA Clean Up does a complete cleaning job from top to bottom. It contains corrosion resisting ingredients which thoroughly clean plastics, painted surfaces, rubber, and alloys. Gets into cracks and crevices you never thought possible to reach without a tear-down. And as an engine cleaner, there's no better product on the market today.

Using MAXIMA Clean Up is easy. Just spray your bike with Clean Up, wait 5-10 minutes, and wash off with cold water. You won't believe what great results you get for only a few minutes work.

MAXIMA

Racing Lubricants



10969 Wheatlands Ave. #A Santee, CA 92071
Send \$9.00 for Pro-hat and decals. Continental U.S. Only.
In Canada: Full Bore Dist. (416) 624-0222 • Wheels West (204) 775-0048

PETER DIRKX

(continued from page 58)

player the army would have helped me, but my sport wasn't the favorite sport of my commanders. When I got out of the army, I tried very hard to make up for everything that went wrong. I completely overtrained. In my enthusiasm I did everything wrong. Too much power training and not enough endurance. When the Belgian sports doctor, Dr. Van de Lanhenbergh, started training me my results started to get better, and that explains my good post season.

MXA: Why did you decide to move out of the 125 Class to the 250's?

Peter: It was a little bit by choice and a little bit by necessity. I was getting too heavy for a 125 and during the stadium races I was going better on the 250. I got a very good offer from the Belgian Kawasaki importer. The contract was very enticing, but it put me between two fires. The situation was difficult for me because my father is a Honda dealer and I wasn't sure if I wanted to go through the adaptation process of riding a new brand of bike. I've ridden Hondas all my life. I decided to stick with Honda, and signed a contract with Honda of Belgium.

MXA: Weren't you considered for the Honda factory bike that went to Jean-Michel Bayle?

Peter: Those rumors started because I did prototype testing on the 1987 Hondas in Germany during the end of 1986. Roger DeCoster and the Showa people were there, but to be honest I never even rode a works bike in my life. Besides, Jean-Michel Bayle didn't get his HRC Honda for free. Honda of France had to pay the necessary Yen to Honda of Japan.

MXA: But Roger was very positive about your potential?

Peter: It was great to work with Roger. I think if Honda USA didn't have DeCoster as team adviser they wouldn't be where they are today. He knows how to prepare a bike perfectly and he can teach you so much it's amazing. For instance, we did a couple of laps in Germany and suddenly Roger told us to stop. He called the Showa people over and told them to change the suspension settings. Our lap times dropped by seconds, and he saw that, simply by standing by the side of the track!

MXA: How are you going to prepare for the 250 World Championships?

Peter: I went to Italy to prepare myself on tracks that are more like the Grand Prix courses. I stayed at Michele Rinaldi's house, where I met Rodney Smith. We practiced together and that went pretty well. I didn't do well in the Italian Championship races because I caught the flu, but now I'm ready.

It's funny how fast time goes by. When I was a young kid I was one of the great Johnny O'Mara fans. My bedroom walls were covered with photos of Johnny O' on the white Mugen. Two years ago I was standing alongside Johnny behind the Paris Supercross starting gate . . . (Pauses) I'm looking forward to the 250 World Championships. I hope to finish in the top ten. □

**ALL-NEW
VIDEO!** NEW RIDERS!
NEW TRICKS!

101 FREESTYLE TRICKS

TALK ABOUT ACTION

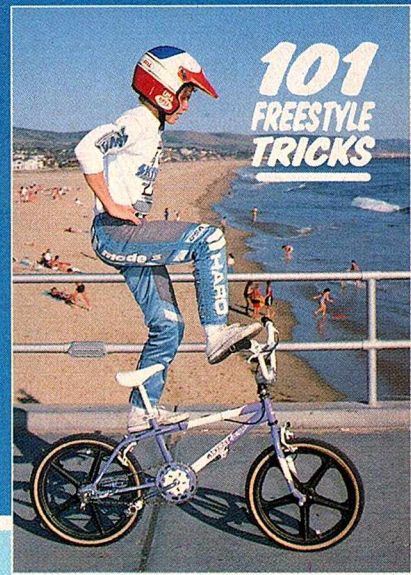
This video is *packed* with action. Over 100 of the most popular freestyle moves pulled off by some of the hottest tricksters in the country. Stylers such as Dennis McCoy, Matt Hoffman, Ron Wilkerson, Rick Allison and many more rip killer aerials and groove to a nasty beat on pavement.

There are far too many schralp antics to mention all 101, but here are a few samples to get you in a radical mood: •No-handed Backyard•Candy-Bar Air•Undertaker•Indian Air•Spastic Seat Grinder•Super Chicken•Overbuster•Abubaca.

Don't let one more day go by without popping in and playing this rad video on *your* VCR. Order your copy of **101 FREESTYLE TRICKS** today!

SPECIAL BONUS:

Get this giant photo book filled with step-by-step instructions on all 101 tricks. **ORDER NOW! SUPPLIES LIMITED!**



101 FREESTYLE TRICKS VIDEO ORDER FORM

☐ I'M INTO TRICKS! Please rush _____ copies of this total freestyle video at \$29.95 plus \$4 postage and handling for each copy ordered. California residents add 6½% sales tax. Foreign formats not available; U.S.-compatible systems only.

Name _____

Address _____

City _____

State _____ Zip _____

☐ I am enclosing a check or money order in the amount of \$ _____.

☐ VISA ☐ MasterCard

Card Number _____

Expiration Date _____

Signature _____

Which format? (Check one) VHS _____ Beta _____

Please make check or money order payable to **PLUS PRODUCTS** and mail to:
Post Office Box 9501, Mission Hills, California 91345-9501; (818)365-6831.
Please allow three to four weeks delivery. (Fastest service with money order.)

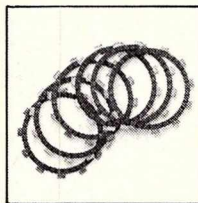
SIDI CARLA BOOTS



The ONLY Sidi boot featuring top grain leather construction for the utmost in both durability and comfort. Durable plastic plating, steel shank, inner padding, one pull lacing and Velcro® outer fasteners. Sidi's best quality boot for discriminating riders.

COSMOPOLITAN MOTORS
301 JACKSONVILLE RD.
HATBORO, PA 19040
800-523-2522 IN PA
CALL (215) 672-9100

Redline® CLUTCH KITS & SPRINGS



Looks like OEM, but the big difference is the price. RedLine friction plate sets cost less and are guaranteed to perform. Fit new heavy-duty clutch springs for reduced slip. Available for all Japanese motocross bikes and ATVs.

FROM YOUR LOCAL DEALER OR CALL

hy-tech motorcycle components

12860 Bradley Avenue, Sylmar,
CA 91342 (818) 362-5534

MOTOCROSS ACTION MAGAZINE AD INDEX

ACERBIS	122
ACTION HONDA	108
ANSWER	81, 90
ARAI HELMETS	132
AXO SPORT	28-29, 96-97, 130-131
BOB'S CYCLE SUPPLY	113
CALIF. ACCESSORY WHSE.	115
CEET RACING	62
CHAPARRAL	111
COSMOPOLITAN MOTORS	124
DENNIS KIRK	51
DG PERFORMANCE	13
DIRT BIKE VIDEO	105
DIRT BIKE & DIRT WHEELS SHOOTOUT SPECIAL	125
DIRT BIKE SUBSCRIPTION	129
DIRT WHEELS VIDEO	103
DONELSON CYCLE	41
ENGLE'S KAWASAKI	106
GRANADA YAMAHA	26
HANSEN & FRANK	108
HI-FLITE	83
HONDA OF TROY	15
HT RACING	116
HY-TECH (EBC BRAKES)	114, 124
IRON WORKS CYCLE	86
JMP FRANCE	71
JOHN BRADLEY ENTERTAINMENT	121
JT RACING	57
KRAUSE	25, 27
MALCOLM SMITH	6, 10, 43
MAXIMA RACING	122
MIDWEST ACTION CYCLE	48-49
MOTOCROSS ENGINEERS	104
MOTOCROSS FOX	2-5
MXA SHOWCASE	120-121
NISSAN	8-9
NORTH SHORE HONDA	32
O'NEAL	63-70
PJ1	47
P.S.I. INC.	50
PAC PARTS	116
PAUL THEDE'S RACE TECH	116
PRO CIRCUIT	19-23
R.J. ENTERPRISES	95
REGINA CHAIN	14
SCOTT'S PERFORMANCE PRODUCTS	14
SINISALO	52-53
SUNLINE	50
SUNSHINE CYCLE	18
TORQUE CENTER	109
TUF RACING	99, 101
UST, INC. (TSUBAKI CHAIN)	114
WENDT RACING	11
WHITE BROS.	17
WISECO	124
YAMAHA OF DOWNERS GROVE ..	77
YOSHIMURA	116

FREE!



1988 Motorcycle/ ATV Piston Catalog

★ New 1988
Motorcycle/ATV
Pistons and
accessories in
stock.

★ Complete
inventory of
pistons and
accessories for
2 and 4 cycle
ATVs,
Motocross,
Street, Drag
and Road Race
Bikes.

★ Call for your FREE 1988 Motorcycle/ATV
Piston and Accessory Catalog Today!



WISECO PISTON INC.

7201 Industrial Park Blvd., Mentor, OH 44060

216-951-6600

WISECO PISTON CANADA, INC.

178 Ingersoll Rd., Woodstock, ONT. N4S 7X6

519-537-6281

ESSENTIAL LUGGAGE!

A carryall with a Velcro flap will store keys, loose change, eyeglasses, pen, plus all your other small cargo. When leg-wrapped under sock or boot, this flexible traveler conceals cash, credit cards, passport and wide foreign currency. It's what a wallet ought to be. At \$9.50 it makes a great gift. But you'd better buy two—you'll want to keep the first one!

Flash your favorite logo: (which one and how many?)

☐ Motocross Action ☐ Dirt Bike Magazine

Choose from blue _____ tan _____ or red _____

Quantity: _____

\$9.50 ea. (includes postage and handling).

Name _____

Address _____

City _____ State _____ Zip _____

I'm sending: ☐ Money order (no delay)

☐ Check (30 days) payable to:

PLUS PRODUCTS

Charge my ☐ MasterCard ☐ VISA Exp. date _____

Card # _____

Signature _____

Mail to: PLUS PRODUCTS, Dept. J, P.O. Box 9501,
Mission Hills, CA 91345-9501. MXA8-8

DO YOU KNOW WHICH 1988 MODEL IS BEST FOR YOU? WE DO!!!

DIRT BIKE **dirtwheels** MAGAZINE

JULY 1988
\$2.50
CANADA \$3.00
UK £1.95

**'88 SHOOTOUT
SUPER SPECIAL**

**THRASHING THE TOP 33
DIRT BIKES & ATVs:
WHICH ONES WILL PUT YOU
AHEAD OF THE PACK?**

125 BLASTOFF

250 MX BLOWOUT

SPORT ATV WAR

**DUELING
DUAL SPORTS**

**OPEN CLASS
TUG-O-WAR**

**BIG BORE
ATV BATTLE**

4x4 ATV SHOWDOWN

**HONDA vs. KAWASAKI vs. KTM
vs. CAGIVA vs. SUZUKI vs. YAMAHA!**

**IF YOU BUY THE WRONG
BIKE DON'T BLAME US!**

07
70989 58120 9

The editors of *DIRT BIKE* have been testing motorcycles for over 17 years. Now, they've teamed up with the staff of *DIRT WHEELS* to provide you with side-by-side comparison tests of the 33 most popular off-road motorcycles and ATVs. Tests that compare power, suspension, reliability, price, and provide all of the facts you need to know before investing in a new machine. You'll know the difference between the best and the second-best motocross bikes, from the mighty 80cc minis up through the big-bore open machines! ATV shoppers can compare 250s, 500s, the new 4-wheel drive quads and, of course, the most popular utility ATV models. All this information comes to you in one magazine, the *DIRT BIKE/DIRT WHEELS '88 SHOOTOUT SUPER SPECIAL*. Available at your local newsstand, or by using the handy order blank we provided here.

DIRT BIKE
dirtwheels
MAGAZINE

**'88 SHOOTOUT
SUPER SPECIAL**

**ORDER YOUR
COPY TODAY!**

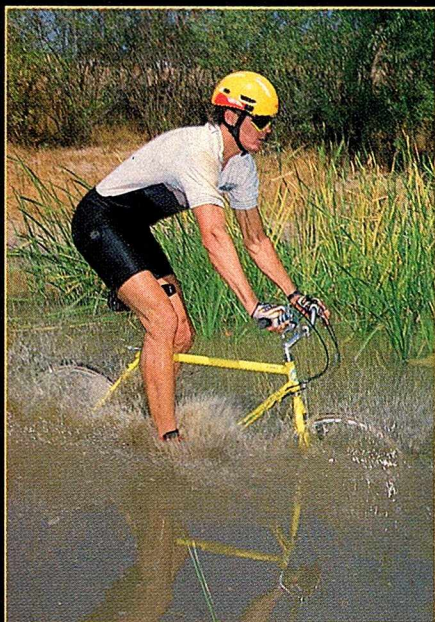
DIRT BIKE/DIRT WHEELS '88 SUPER SHOOTOUT SPECIAL ORDER FORM

I'M A SMART SHOPPER! Send me ____ copies of the '88 Super Shootout Special as soon as possible. I am enclosing \$2.50 plus 75 cents for postage and handling for each copy ordered. Canada add \$1.50; all other foreign add \$2.50 postage and handling. All Canadian and other foreign please use international postal money orders in U.S. funds only. No cash, please. Make check or money order payable to DB/DW '88 Super Shootout Special and mail to P.O. Box 9502, Mission Hills, CA 91345-9502. All items shipped surface mail.

NAME _____ AGE _____
ADDRESS _____
CITY _____
STATE/ZIP _____

IRON LEGS & WINDLESS LUNGS

WHO'S THE FITTEST OF THEM ALL?



Who are those oddly dressed cyclists who come out during the wee morning hours? Why do they take their finely-tuned bodies and push the limits? So they can go harder and farther the next time? Are these dedicated souls really finding the pathway to becoming the fittest athletes in the world?

Mountain biking takes the thrill of cycling one step further. The ability to tackle any type of terrain with human power is something many people haven't come to grips with. Ask the ones who know. Nothing can match the intense skill which enables a mountain biker to scale a grueling 1000-foot climb in high altitude, only to be rewarded with a plummet off the face of the earth. Boxerlike reflexes backed by quarterback nerves come into play as you descend miles of switchbacks. That's why off-road cycling is quickly gaining the respect of athletes around the world. Mountain bikers are known as the fittest of them all.

MEET THE COACH

Mountain Bike Action isn't afraid to bring the intense suspense of off-road cycling into your lap. And we don't bring you this developing sport by looking in from the outside. No, *MBA* lives and breathes the entire sport of mountain biking. We've shared the exact cycling dilemmas you have. In which direction is mountain biking taking us? *MBA* keeps you informed on the growth of the sport. Who's the latest super sensation? *MBA* knows, and we'll bring you the inside scoop on how they do it. Want to know the best components with which to update your bike? *MBA* gives true out-in-the-field evaluations to help you select the right ones. Excessive leg cramping on long hills? *MBA* has the scoop on overcoming any cycling-related ailments. *Mountain Bike Action* is designed by people who share the same interests you do—we want to become the fittest athletes possible, while enjoying every minute of it.

COVERING ALL THE SHADES

Hey, wait a minute! What if I'm interested in exploring the beauty of nature's scenic playgrounds? *Mountain Bike Action* brings the entire spectrum of the sport to your door. We'll tell you what it takes to visit unique travel spots around the world.

But you've only been cycling for a short time? *MBA* tells the beginning rider how to prepare and what to expect. Every issue has easy-to-follow how-to's that teach the active follower how to improve as fast as possible. Even Joe Murray had to start from the bottom.

OUR PERSONAL BEST

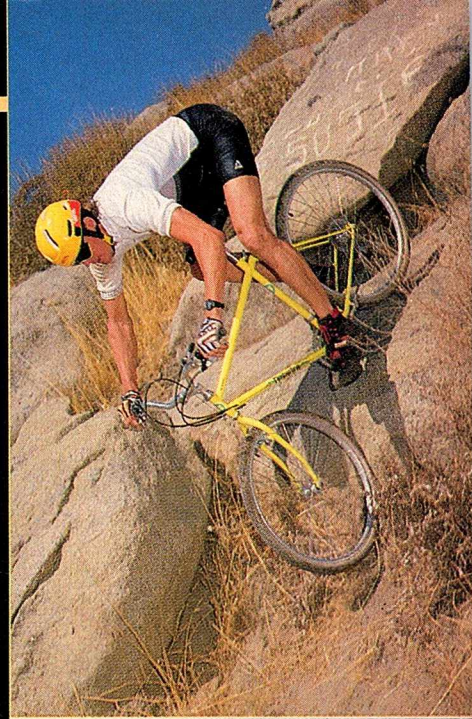
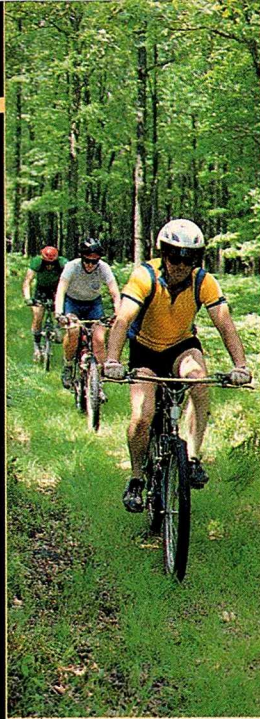
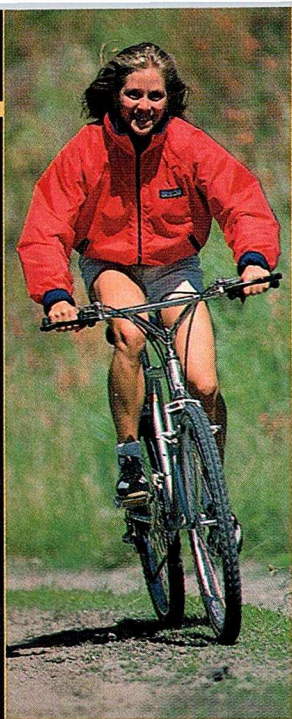
Who's the new NORBA Champion? *Mountain Bike Action* was there to bring you the trials and tribulations of the event. What's been slowing down Joe Murray? Who is the new teenage sensation who's taking on the experienced riders? Is his name really John Tomac? Did Cindy Whitehead actually beat Jacquie Phelan? *MBA* readers know the answers, because we don't just cover a race, we dissect it. How the champ won, in his own words. The losers tell what could have been. Close-up looks at the best in the sport and the machines they ride. Race coverage that benefits the readers.



HOW MUCH DO I NEED?

Okay, I'm convinced, but those mountain bikes look awfully expensive. No need to worry. *Mountain Bike Action's* in-depth bike evaluations benefit you, the off-road enthusiast. We take our test bikes and ride them on the streets and trails. *MBA* will tell you what a bike does, where and when. Our testing procedures cover the whole scope of the bike. Which group of potential buyers it's aimed at, how the components work, reliability and actual performance. *MBA* gives you the personality of the bike so you'll know exactly what it's like to own one. All that's left is to go buy one.





PUTTING IN THE SQUARE PEGS

Mountain Bike Action doesn't stop there. Fiddling with your personal scoot and trying to improve its performance enhances the enjoyment of off-road cycling. Which components are best? MBA evaluates products by testing them in real off-road conditions. The MBA reader knows which brake stops and which derailleur shifts. Does Biopace work? Are the new index shifting systems all they're cracked up to be? Which tire will give you the best performance? What's the proper way to set up your bike? *Mountain Bike Action* will bring you the answers so you don't have to find out by trial and error.

BRINGING THE WOMEN'S WORLD

Each issue of *Mountain Bike Action* features a special section aimed directly at the female cyclist. Recent surveys have shown that a large percentage of all mountain bikes sold are to women. MBA brings you the tips every female cyclist needs to know. How to get started. Which components are designed especially for a female cyclist. Are wide saddles and Mixte frames

beneficial? How difficult should your first ride be? MBA knows how important female participation is and brings it to you every issue.

DO YOU WANT MORE?

Every action-packed issue of MBA is filled to the brim with radical photos that show the true spirit of off-road cycling. Remember that picture of a trials rider sprawled out on a log crossing? It was in MBA. What does Ned Overend do in his spare time? MBA portrays the stars so everyone can get an inside look at what makes them tick. Should you shave your legs? Olympic Cycling team member Jeff Spencer tells the ins and outs of training. What do you look for the first time you shop for a new bicycle? MBA helps you make the difficult decisions.

GIVING IT 100 PERCENT

No doubt about it, mountain biking is here to stay. Off-road bike sales have skyrocketed, and there's no sign of slowing down. What makes these durable-looking bicycles so attractive? They're tough. They maneuver around and over whatever lies in your path. Load on the camp-

ing gear and escape the pressures of everyday living. Mountain bikes are the ultimate go anywhere, do anything vehicles.

Mountain bikes make more sense than ever to the fitness-conscious consumer. Discovering the benefits of an anaerobic workout in nature's true beauty is what *Mountain Bike Action* is all about. Each and every issue of MBA is jam-packed with material to benefit every mountain bike lover—whether it's Joe Murray or Joe Average. That's because MBA is made by those directly involved with the sport—from the beginner to the top-notch national pro. MBA will give you advice that can make the difference between an enjoyable or agonizing ride. If there's something you need to know about mountain biking, MBA will tell you, because we've already been there. The next issue of MBA could have the advice you need to help you on the way to becoming your fittest. Don't miss out on the future of this ultimate sport. Order your subscription to the world's largest all-terrain bicycle magazine—*Mountain Bike Action*!

MOUNTAINBIKE

ACTION

THE ALL-TERRAIN BICYCLE MAGAZINE

ORDER YOUR SUBSCRIPTION TODAY!

MOUNTAIN BIKE ACTION SUBSCRIPTION ORDER FORM

- ☐ TAKE ME TO THE LIMIT! Enter my subscription to *MOUNTAIN BIKE ACTION* as follows:
- ☐ Six bi-monthly issues \$9.95* (SAVE OVER \$5 OFF THE COVER PRICE!)
 - ☐ Twelve bi-monthly issues \$17.95* (SAVE OVER \$12 OFF THE COVER PRICE!)

Please print clearly and include your ZIP

NAME _____

ADDRESS _____

CITY _____

STATE/ZIP _____

- ☐ My check is enclosed in the amount of \$ _____

☐ VISA ☐ MasterCard

Card Number _____

Expiration Date _____

Signature _____

*Canadian subscribers please add \$2.50 for six issues and \$5 for twelve issues additional postage and handling. All other foreign subscribers please add \$3 for six issues and \$6 for twelve issues additional postage and handling. ALL CANADIAN AND OTHER FOREIGN SUBSCRIBERS PLEASE USE INTERNATIONAL POSTAL MONEY ORDER IN U.S. FUNDS ONLY. Thanks!

Please make check or money order payable to *MOUNTAIN BIKE ACTION* and mail to:
Post Office Box 9502, Mission Hills, California 91345-9502
 Please allow eight weeks delivery for first issue.

MXA8-8

Great Moments



Heikki Mikkola: Today, Heikki lives on a farm not far from his Finnish birthplace and has a job as a consultant to the Yamaha Grand Prix team. Heikki races every year at the World Veteran Championship.

THE FIERCE FINN'S FINEST HOUR

□ Heikki Mikkola, the Fierce Finn, was born on July 6, 1945, in Hyvinkää, Finland. Finland was not known for its motocross champions until the goateed, muscular Heikki Mikkola made his Grand Prix debut in 1967. Showing promise with a sixth place finish in his first international race, the steely eyed Mikkola began a 12-year Grand Prix career that racked up four World titles, including the rarely achieved 250cc and 500cc double.

Heikki's fiercest battles were with Suzuki's five-time World Champion, Roger DeCoster. In fact, in 1974 Mikkola and DeCoster engaged in a season long duel that will be remembered as one of the hardest fought 500 World Championships in history. It came down to the last GP of the season, which Roger DeCoster had to win

to earn his fourth world crown. DeCoster took the initiative and was leading the final GP in Luxembourg. Mikkola was applying pressure. When DeCoster's works RN370 Suzuki seized Heikki Mikkola earned his grandest prize. The DeCoster/ Mikkola duels have never abated. Both riders went on to win two additional 500 crowns, and have recently renewed their rivalry at the World Veteran Championships for riders over 30 (or in the case of Heikki and Roger over 40).

Heikki Mikkola got his reputation as the fierce Finn for his piercing glare, hard charging riding style and never-say-die attitude. It was a reputation that is supported by four world titles (1974,'76,'77,'78), one second place (1975), one third (1973), three fourths (1970,'71,'72), a fifth (1979) and a tenth (1968)—not a bad haul for 12 seasons. □

- MOTOCROSS • ENDURO • HARE SCRAMBLES • DESERT
- GRAND PRIX • TRAILRIDING • DIRTTRACK • HILLCLIMBS
- TRIALS • SPEEDWAY • RADICAL ACTION • BIKE TESTS
- AWESOME PHOTOS • LATEST NEWS • HOP-UPS
- SHOOTOUTS • PRO RIDING SECRETS • RACE REPORTS
- INTERVIEWS • CRASH & BURNS
- TECH TIPS • SERIOUS INSIGHT
- GO-FAST INFO • ORIGINALITY
- HUMOR • ACCURACY
- FUN!

Get it all in
DIRT BIKE
magazine



**DON'T MISS THE
LATEST ISSUE!!**

Save Your Skin.



Mach 5 Protector
\$109.95
Available in ten colors

From the boxed-rib back protection to the complete bicep coverage and optional rotating elbowguards the Mach 5 is the undisputed leader in protection.

Your body deserves the best.

Optional Elbowguards
\$19.95

For roost protection only try our new Mach 5-F. This lightweight, front-only protector is available in six color combinations.
\$59.95



HALLMAN USA®
The Protection Collection

1-800-854-2812 (Outside CA) 1-619-442-0431 (In CA)
Visa and MasterCard accepted 315 W. Bradley Ave., El Cajon, CA 92020

While no protector can offer absolute protection in every circumstance, we believe our protector offers the best protection available.

The Only Boot With 47 Shock Absorbers.



Introducing the all new Sidi Royal. The only boot with an advanced raised point protection system that provides greater protection than traditional rigid plates.

Each boot has 47 raised points that work like small independent shock absorbers. The points are hollow which allows them to compress upon impact, thus absorbing the energy of the blow. This new system results in the boot being lighter and more flexible, and when combined with the full soft leather lining in the foot area makes the Sidi Royal the most comfortable boot you'll ever wear.



 **SIDI**

Sidi Royal
\$165.00
Sizes: 6-13

Distributed exclusively by:

HALLMAN USA
The Protection Collection

West: 315 W. Bradley Ave., El Cajon, CA 92020
East: 1172 Commerce Dr., Geneva, IL 60134

1-800-854-2812 (Outside CA)
1-619-442-0431 (Inside CA)

RAPID TRANSIT SYSTEM



The Arai MX-Pro. If you spend your time riding around the shrubs in the back yard, you don't need this much helmet.

If, on the other hand, you spend more time on dirt than bugs do, this is *definitely* your helmet.

Once for ounce we don't think you'll find a helmet that gives you more than the Arai MX-Pro. It has an *adjustable peak* that moves up for Supercross and down for outdoors. It has Arai's exclusive *removable mouthguard* that's adjustable up and down, forward and back, with flexibility that's engineered to help prevent injuries that might be caused by rigid one-piece designs.

The ventilation system is everything

you'd expect from the company that created the first ventilated motocross helmet. And Arai's special liner fabric actually draws moisture away from your head and into the airflow to keep you extra cool and dry, yet it's easily washable so you can have a clean, fresh helmet time after time, without having to pull the helmet apart.

This year, the MX-Pro comes in four standard colors. Five factory-matched designs, including a brand new Euro Design. And four outrageous new *fluorescent* designs that seem to glow even in daylight!

The Arai MX-Pro, the one used by more MX pros. Check it out at your nearest Arai dealer.



The Finishing Touch.

For an Arai Literature/Decal Pak including our latest Brochure, send \$1.00 in cash or stamps (\$2.00 outside U.S.) to: Arai Helmet, Ltd., Dept. 9, P.O. Box 421, Tenafly, NJ 07670
Specifications subject to change without notice.

